



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

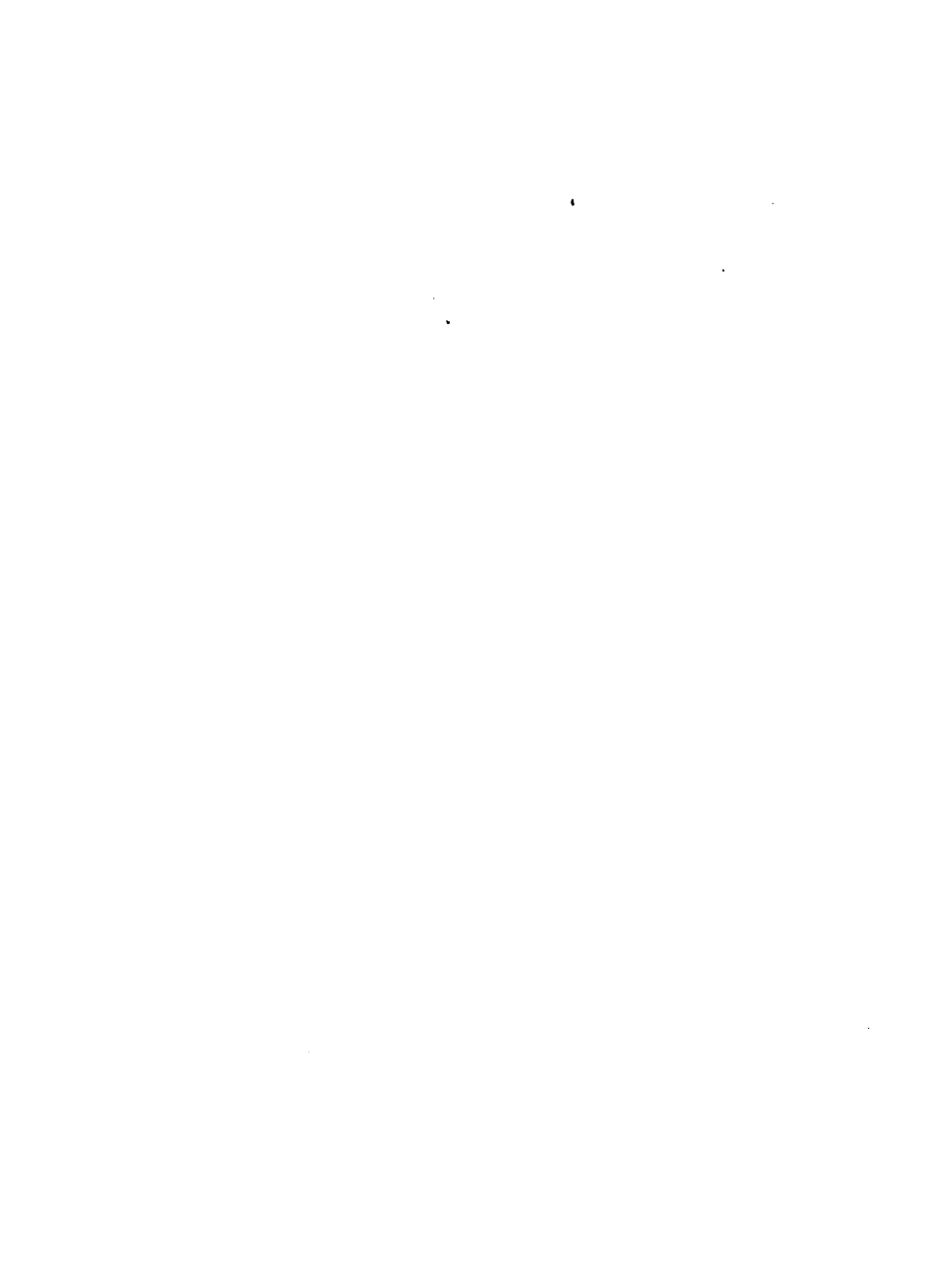
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

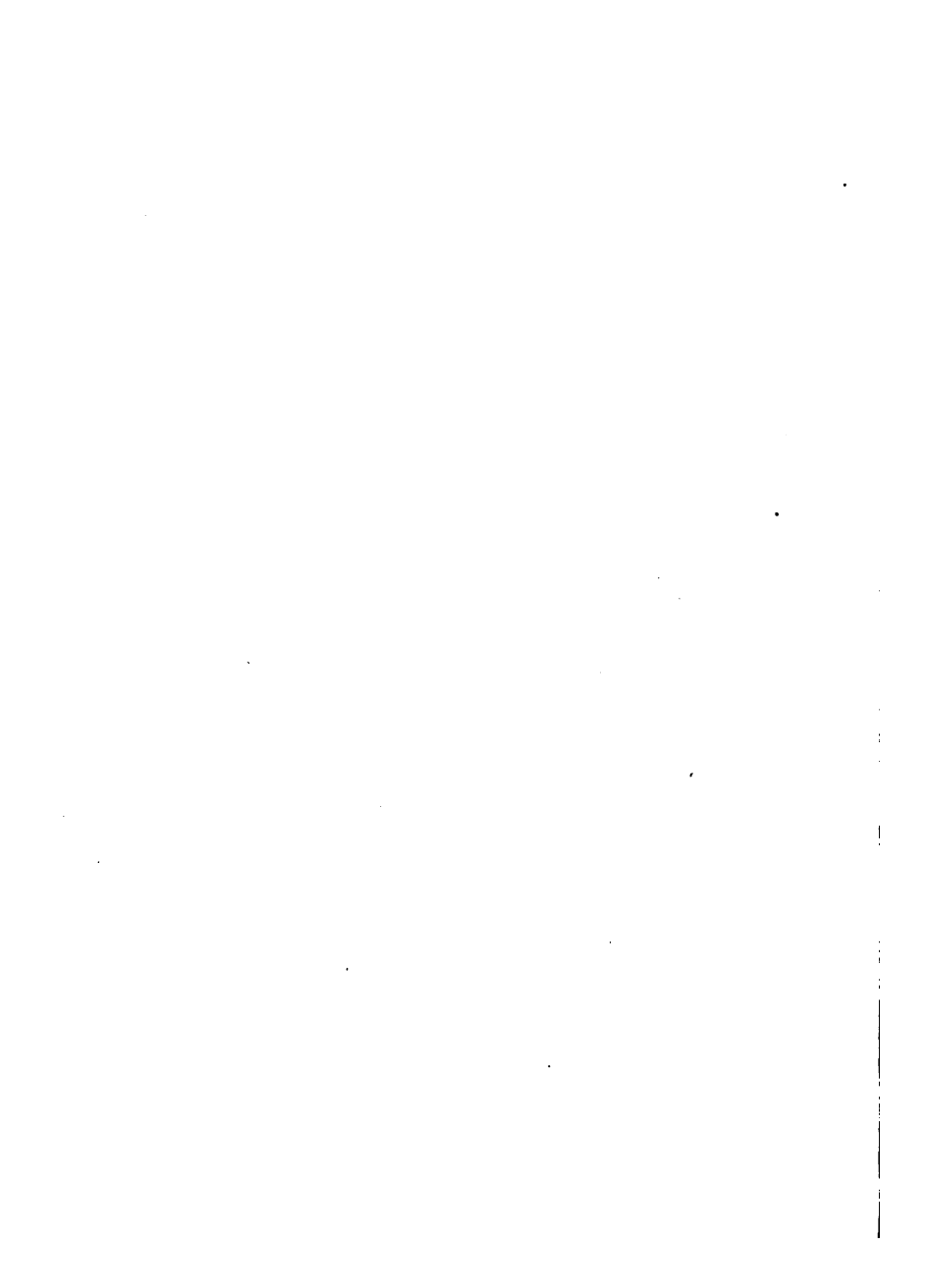
About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>









FOR OUR CUSTOMERS

THIS ORDER BLANK

IS FOR YOUR CONVENIENCE

YOU PURCHASED THIS BOOK AT

We also sell a complete line of Spalding Athletic Goods as well as all the books of the Spalding Athletic Library.

CONSULT THE FULL LIST

FOR OTHER BOOKS ON ATHLETICS

When ordering Athletic Goods use this sheet. Simply tear it out along dotted line, fill in your wants on the reverse side, and mail it with the price as noted.

SEE THE OTHER SIDE

SPALDING ATHLETIC LIBRARY

SPALDING OFFICIAL ANNUALS

- No. 1. SPALDING'S OFFICIAL BASE BALL GUIDE. . . . Price 10c.
No. 1S. SPALDING'S OFFICIAL BASE BALL GUIDE. (Spanish Edition) . Price 10c.
No. 2. SPALDING'S OFFICIAL FOOT BALL GUIDE. . . . Price 10c.
No. 6. SPALDING'S OFFICIAL ICE HOCKEY GUIDE. . . . Price 10c.
No. 7. SPALDING'S OFFICIAL BASKET BALL GUIDE. . . . Price 10c.
No. 7A. SPALDING'S OFFICIAL WOMEN'S BASKET BALL GUIDE. Price 10c.
No. 9. SPALDING'S OFFICIAL INDOOR BASE BALL GUIDE. . Price 10c.
No. 12A. SPALDING'S OFFICIAL ATHLETIC RULES. . . . Price 10c.
No. 1R. SPALDING'S OFFICIAL ATHLETIC ALMANAC. . . . Price 25c.
No. 3R. SPALDING'S OFFICIAL GOLF GUIDE. . . . Price 25c.
No. 55R. SPALDING'S OFFICIAL SOCCER FOOT BALL GUIDE. . Price 25c.
No. 57R. SPALDING'S LAWN TENNIS ANNUAL. . . . Price 25c.
No. 59R. SPALDING'S OFFICIAL BASE BALL RECORD. . . . Price 25c.

Specially Bound Series of Athletic Handbooks

Flexible binding. Mailed postpaid on receipt of 50 cents each number.

- No. 501L. STROKES AND SCIENCE OF LAWN TENNIS
No. 502L. HOW TO PLAY GOLF
No. 503L. HOW TO PLAY FOOT BALL
No. 504L. ART OF SKATING
No. 505L. GET WELL—KEEP WELL
No. 506L. HOW TO LIVE 100 YEARS
No. 507L. HOW TO WRESTLE
No. 508L. HOW TO PLAY LAWN TENNIS; HOW TO PLAY
TENNIS FOR BEGINNERS
No. 509L. BOXING
No. 510L. DUMB BELL EXERCISES
No. 511L. JIU JITSU
No. 512L. SPEED SWIMMING
No. 513L. WINTER SPORTS
No. 514L. HOW TO BOWL
No. 515L. HOW TO SWIM AND COMPETITIVE DIVING.
No. 516L. SCHOOL TACTICS AND MAZE RUNNING; CHILDREN'S GAMES.
No. 517L. TEN AND TWENTY MINUTE EXERCISES
No. 518L. INDOOR AND OUTDOOR GYMNASTIC GAMES
No. 519L. SPALDING'S OFFICIAL BASE BALL GUIDE
No. 520L. SPALDING'S OFFICIAL FOOT BALL GUIDE
No. 521L. SPALDING'S OFFICIAL BASKET BALL GUIDE
No. 522L. GOLF FOR GIRLS
No. 523L. HOW TO PLAY BASE BALL; HOW TO UMPIRE;
HOW TO MANAGE A TEAM, ETC.
No. 524L. SPALDING'S LAWN TENNIS ANNUAL
No. 525L. HOW TO PITCH; READY RECKONER OF BASE
BALL PERCENTAGES
No. 526L. HOW TO CATCH; HOW TO BAT

In addition to above, any 25 cent "Red Cover" book listed in Spalding's Athletic Library will be bound in flexible binding for 50 cents each; or any two 10 cent "Green Cover" or "Blue Cover" books in one volume for 50 cents.

(Continued on the next page.)

ANY OF THE ABOVE BOOKS MAILED POSTPAID UPON RECEIPT OF PRICE

11-30-12

SPALDING ATHLETIC LIBRARY

Group I.

"Blue Cover" Series, each number 10c.
No. 1 Spalding's Official Base Ball Guide

No. 1S Spalding's Official Base Ball Guide. Spanish Edition.

No. 202 How to Play Base Ball

No. 219 Ready Reckoner of Base Ball

No. 223 How to Bat [Percentages

No. 224 How to Play the Outfield

No. 225 How to Play First Base

No. 226 How to Play Second Base

No. 227 How to Play Third Base

No. 228 How to Play Shortstop

No. 229 How to Catch

No. 230 How to Pitch

How to Organize a Base Ball League [Club

How to Organize a Base Ball Club

How to Manage a Base Ball Club

No. 231 How to Train a Base Ball Team

How to Captain a Base Ball Team

How to Umpire [Team

Technical Base Ball Terms

No. 232 How to Run Bases

No. 350 How to Score

No. 355 Minor League Base Ball Guide

No. 356 Official Book National League of Prof. Base Ball Clubs

No. 9 Spalding's Official Indoor Base Ball Guide

"Red Cover" Series, each number 25c.

No. 59R. Official Base Ball Record (including College records)

Group II. Foot Ball

"Blue Cover" Series, each number 10c.

No. 2 Spalding's Official Foot Ball Guide

No. 358 Official College Soccer Guide

"Red Cover" Series, each number 25c.

No. 39R. How to Play Soccer

No. 47R. How to Play Foot Ball

No. 55R. Spalding's Official Soccer Foot Ball Guide

Group III. Tennis

"Blue Cover" Series, each number 10c.

No. 157 How to Play Lawn Tennis

No. 368 Tennis Errors and Remedies

"Green Cover" Series, each number 10c.

No. 1P. How to Play Tennis—For Beginners. By P. A. Vaile

"Red Cover" Series, each number 25c.

No. 2R. Strokes and Science of Lawn Tennis [tralasia

No. 42R. Davis Cup Contests in Aus-

No. 57R. Spalding's Lawn Tennis Annual

(Continued on the next page.)

Group IV.

"Green Cover" Series, each number 10c.

No. 2P. How to Learn Golf

"Red Cover" Series, each number 25c.

No. 8R. Spalding's Official Golf

No. 4R. How to Play Golf [Guide

No. 63R. Golf for Girls

Group V. Basket Ball

"Blue Cover" Series, each number 10c.

No. 7 Spalding's Official Basket Ball Guide

No. 7A Spalding's Official Women's Basket Ball Guide

No. 198 How to Play Basket Ball

Group VI. Skating and Winter Sports

"Blue Cover" Series, each number 10c.

No. 6 Spalding's Official Ice Hockey

No. 14 Curling [Guide

"Red Cover" Series, each number 25c.

No. 8R. The Art of Skating

No. 20R. How to Play Ice Hockey

No. 28R. Winter Sports

No. 72R. Figure Skating for Women

Group VII. Field and Track Athletics

"Blue Cover" Series, each number 10c.

No. 12A Spalding's Official Athletic Rules

No. 27 College Athletics

No. 55 Official Sporting Rules

No. 87 Athletic Primer

No. 156 Athletes' Guide

No. 178 How to Train for Bicycling

No. 182 All Around Athletics

No. 255 How to Run 100 Yards

No. 302 Y. M. C. A. Official Handbook

No. 317 Marathon Running

No. 342 Walking for Health and Competition

No. 362 Track, Relay and Cross Country Rules of the National Collegiate Athletic Ass'n.

"Green Cover" Series, each number 10c.

No. 3P. How to Become an Athlete

By James E. Sullivan

No. 4P. How to Sprint

"Red Cover" Series, each number 25c.

No. 1R. Spalding's Official Athletic Almanac

No. 17R. Olympic Games, Stockholm, 1912 [book

No. 45R. Intercollegiate Official Hand-

No. 48R. Distance and Cross Country

Running

No. 70R. How to Become a Weight

Thrower

ANY OF THE ABOVE BOOKS MAILED POSTPAID UPON RECEIPT OF PRICE

11-30-16

SPALDING ATHLETIC LIBRARY

Group VIII. School Athletics

- "Blue Cover" Series, each number 10c.*
No. 246 Athletic Training for School-
No. 331 Schoolyard Athletics [boys
"Red Cover" Series, each number 25c.
No. 61R. School Tactics and Maze Run-
ning; Children's Games
No. 66R. Calisthenic Drills and Fancy
Marching and Physical
Training for the School
and Class Room
No. 71R. Public Schools Athletic
League Official Handbook

Group IX. Water Sports

- "Blue Cover" Series, each number 10c.*
No. 128 How to Row
No. 129 Water Polo [Guide
No. 361 Intercollegiate Swimming
"Red Cover" Series, each number 25c.
No. 36R. Speed Swimming
No. 37R. How to Swim and Competi-
tive Diving
No. 60R. Canoeing and Camping

Group X. Athletic Games for Women and Girls

- "Blue Cover" Series, each number 10c.*
No. 7A Spalding's Official Women's
Basket Ball Guide
No. 314 Girls' Athletics
"Red Cover" Series, each number 25c.
No. 38R. Field Hockey
No. 41R. Newcomb
No. 63R. Golf for Girls
No. 69R. Girls and Athletics

Group XI. Lawn and Field Games

- "Blue Cover" Series, each number 10c.*
No. 167 Quoits
No. 170 Push Ball
No. 180 Ring Hockey
No. 199 Equestrian Polo
No. 201 How to Play Lacrosse
No. 207 Lawn Bowls

- "Red Cover" Series, each number, 25c.*
No. 6R. Cricket, and How to Play It

Group XII. Miscellaneous Games

- "Blue Cover" Series, each number 10c.*
No. 13 American Game of Hand Ball
No. 364 Volley Ball
"Red Cover" Series, each number 25c.
No. 43R. Archery, Roque, Croquet,
English Croquet, Lawn Hockey,
Tether Ball, Clock Golf, Golf-Croquet,
Hand Tennis, Hand Polo, Wicket
Polo, Badminton, Drawing Room
Hockey, Garden Hockey, Basket
Goal, Volley Ball Rules and Pin Ball
No. 49R. How to Bowl
No. 50R. Court Games

Group XIII. Manly Sports

- "Blue Cover" Series, each number 10c.*
No. 191 How to Punch the Bag
No. 232 Roller Skating Guide
"Red Cover" Series, each number 25c.
No. 11R. Fencing Foil Work Illustrat-
No. 19R. Professional Wrestling [ed
No. 21R. Jiu Jitsu
No. 25R. Boxing
No. 30R. The Art of Fencing
No. 65R. How to Wrestle

Group XIV. Callisthenics

- "Red Cover" Series, each number 25c.*
No. 10R. Single Stick Drill
No. 16R. Team Wand Drill
No. 22R. Indian Clubs and Dumb
Bells and Pulley Weights
No. 24R. Dumb Bell Exercises
No. 73R. Graded Callisthenics and
Dumb Bell Drills

Group XV. Gymnastics

- "Blue Cover" Series, each number 10c.*
No. 12A How to Become a Gymnast
No. 25A Barnjum Bar Bell Drill
No. 287 Fancy Dumb Bell and March-
ing Drills
"Red Cover" Series, each number 25c.
No. 14R. Trapeze, Long Horse and
Rope Exercises
No. 34R. Grading of Gym. Exercises
No. 40R. Indoor and Outdoor Gym-
nastic Games
No. 52R. Pyramid Building
No. 56R. Tumbling for Amateurs and
Ground Tumbling
No. 67R. Exercises on the Side Horse;
Exercises on the Flying
Rings.
No. 68R. Horizontal Bar Exercises;
Exercises on Parallel Bars

Group XVI. Home Exercising

- "Blue Cover" Series, each number 10c.*
No. 161 Ten Minutes' Exercises for
No. 185 Hints on Health [Busy Men
No. 325 Twenty-Minute Exercises
"Red Cover" Series, each number 25c.
No. 7R. Physical Training Simplified
No. 9R. How to Live 100 Years
No. 23R. Get Well; Keep Well
No. 33R. Tensing Exercises
No. 51R. 285 Health Answers
No. 54R. Medicine Ball Exercises,
Indigestion Treated by Gymnastics,
Physical Education and Hygiene
No. 62R. The Care of the Body
No. 64R. Muscle Building; Health by
Muscular Gymnastics

ANY OF THE ABOVE BOOKS MAILED POSTPAID UPON RECEIPT OF PRICE



JAMES A. CRUIKSHANK,
On a Snowshoe Trip after Wolves Ontario, Canada.

Not --
1176124 137

Spalding
TR
SPALDING "RED COVER" SERIES OF
ATHLETIC HANDBOOKS
No. 28R.

SPALDING'S WINTER SPORTS

BY
JAMES A. CRUIKSHANK
|



PUBLISHED BY
AMERICAN SPORTS PUBLISHING
COMPANY

21 WARREN STREET, NEW YORK

31
A. S. P. Co. 21 Warren Street, New York

S. C.
11/21

77
11/21

THE NEW YORK
PUBLIC LIBRARY
745464 A
ASTOR, LENOX AND
TILDEN FOUNDATIONS
R 1984 L

COPYRIGHT. 1917
BY
AMERICAN SPORTS PUBLISHING COMPANY
NEW YORK

NOV 21 1984
LIBRARY
NEW YORK

CONTENTS.

	PAGE
INTRODUCTION.....	5
CHAPTER I—Take a Winter Walk.....	7
CHAPTER II—Skates and Skate Sailing.....	9
CHAPTER III—The Norwegian Ski.....	17
CHAPTER IV—Snowshoes and Their Uses.....	25
CHAPTER V—Toboggans and Bob-Sleds.....	35
CHAPTER VI—Ice Boats and Scooters.....	41
CHAPTER VII—Hockey, Curling and Other Games.....	55
CHAPTER VIII—Carnivals and Gymkhana Sports.....	61
CHAPTER IX—Hints for Country Clubs.....	65
CHAPTER X—Where Winter Sports are Found.....	69
CHAPTER XI—Hunting on the Snow.....	73
CHAPTER XII—General Hints, Emergencies, Photography, etc.....	75

James A. Cruikshank, author of the Spalding Athletic Library book on Winter Sports, is a New Yorker by birth and residence. He has traveled widely on this and other continents at all seasons of the year. He is a recognized authority on outdoor sports, having held editorial connection with many leading publications in that field. His lectures on outdoor life have been attended by over one hundred thousand people during the past ten years.

INTRODUCTION.

Winter sports are now a most important feature of the outdoor life of the northern half of the world. During the past ten years there has been a complete change in the attitude of the sport-loving folks of northern nations toward what was once regarded as the least interesting outdoor season of the year. Now, there are great numbers of experienced outdoor folks, familiar with the sports of the world, who do not hesitate to claim that the outdoor sports of the winter, in cold, snowy latitudes, are incomparably the most fascinating as well as the most beneficial pastimes of the four seasons. The enthusiasm of these new champions of winter is making itself felt all over the world; but especially in the United States, where outdoor sport of every kind is now enjoying the zenith of its popularity, and where there is constant demand for some new form of outdoor pastime, has the charm of the new outings on snow and ice made special appeal.

Many of the most thrilling sports of the year are found among the winter pastimes. Ice Yachting knows no second for sensational features; Ski Jumping from a take-off rivals aeroplaning without its danger; Hockey is one of the most spectacular games in the whole realm of sport; and the list might be indefinitely extended. For the seeker after other forms of winter entertainment out of doors, there is to be found almost everything that could be asked from the quaint curling game of the cannie Scot to a snowshoe hunt for wolves in Canadian white silences. And for the lover of nature, in all her varied forms, there are winter beauties which rival those of summer.

To stimulate interest in the charm of winter in the north, and to provide helpful information as to how some of the best winter sports may be enjoyed, is the purpose of this little book.



City Parks Furnish Interesting Winter Walks.

CHAPTER I.

TAKE A WINTER WALK.

Pry yourself away from that steam radiator some snowy day and take a winter walk! Put behind you the mellow charm of the open fire; it will be even more delightful when you return. Hunt up a few old togs, woolen underwear, close woven woolen suit, heavy sweater, mittens, cap with ear tabs, and heavy waterproof shoes and sally forth on the quest for a new sensation. Never mind that overcoat; you will never miss it after the first half mile. And don't forget to stuff a few crackers in your pocket for that utterly unexpected hunger which will be waiting your arrival somewhere along the road. Now, strike out!

Immediately after warming up with the vigorous exercise, you feel perfectly sure that there is some sort of curious exhilaration which the air of summer never furnishes. Your imagination is not fooling you. There is one-seventh more oxygen in cold winter air than in warm summer air. That is the reason the "fire burns brighter." And by the same token every human faculty is keener and sharper. Incidentally the falling snow carries to earth with it all floating impurities and you breathe the purest air to be found at any time of the year.

You have made but a few rods when you discover that snow is the greatest artist of nature. That unsightly shack which so distressed you, has taken on forms of unknown beauty; even that ash heap, eyesore that it was, now furnishes curves of unsullied purity; the snow, like a mantle of charity, has transformed the ugly into the beautiful. Nor is its gift to the world merely pictorial. It is nature's warm blanket. This cold, frozen thing saves the wheat and the grain from freezing; fills up the chinks between ground and farmhouse, window and frame and makes the home warmer than it was before.

Close to your home, no matter where you live, the records

on the snow will be found interesting and fascinating. The average city park is full of their strange story. To the open mind of the nature-lover they start all sorts of interesting speculations. Mouse, sparrow, squirrel, rabbit, fox, dog—which are they and what story do they tell?

You may even find pathetic tragedies writ clear in the snow, if only you have learned to read the winter book of nature. Here see the wide sweeping record of the wings of an owl as they touched the snow on either side of the tiny tracks of a mouse. Then the prints of the wings become deeper and clearer, and here, where a little tuft of bloody fur is found, and the snow is beaten down all about, the trail suddenly ends. Perhaps the story of the fox that dined upon squirrel or partridge is spread out there full upon the ermine page of nature. Here, indeed, is a new chapter in your reading of nature's secrets; it is stranger than any fiction and dramatic as a novel.

Then sunset across the fields of white, nowhere more exquisitely beautiful. Great bloody stabs of crimson athwart the western sky. The very "souls of the trees," as Holmes called them, when freed from their summer bodies. Across the tiny brook hurrying to sea under its arching canopy of snow-laden willow and alder. Then the open fire! No blaze so bright, no cheer so real as that which greets a winter rover fresh from a brave little ramble over the fresh snow.

Take a winter walk!

CHAPTER II.

SKATES AND SKATE SAILING.

The modern skate, briefly described, is of two kinds and several patterns. One is intended for speed skating and the other for figure skating. The best pattern for speed skating consists of a very thin, extremely hard, flat, steel blade, tapered from one-sixteenth of an inch at toe to one-thirty-second of an inch at heel, fourteen and one-half and fifteen and one-half inches in length, set in a hollow steel tube, from which hollow steel supports or uprights run to the metal foot-plates, which are in turn riveted to a thin, close fitting shoe having no heel. Some of the fastest speed skaters still use the old fashioned wood top skate screwed to the heel of the shoe when the ice is reached and fastened over the toes with straps; but this pattern is rapidly going out of vogue. The hockey skate, used in that game and now of great popularity among skaters of all ages and classes and sexes, whether they play hockey or not, consists of a flat blade, with either three or four uprights or stanchions running to the metal foot-plate screwed or riveted to the shoe. The length of the blade depends upon the length of the skater's foot. This skate is generally very slightly curved where the blade rests upon the ice, making quick turns and sharp curves possible. It is an excellent skate with which to learn the art of skating, but after the beginner has learned to feel fairly safe should be changed for the rocker skate or figure skate, if further progress in the sport of Figure Skating is an object. It is unfortunate that so many young people take up the flat-blade skate, either of the hockey or racing pattern, and then persistently stick to that pattern, since no general advance in the achievement of curves and figures is ever possible to the user of the flat-blade skate.

Undoubtedly the best pattern for the figure skate is that which was taken to Europe by Jackson Haines, the American



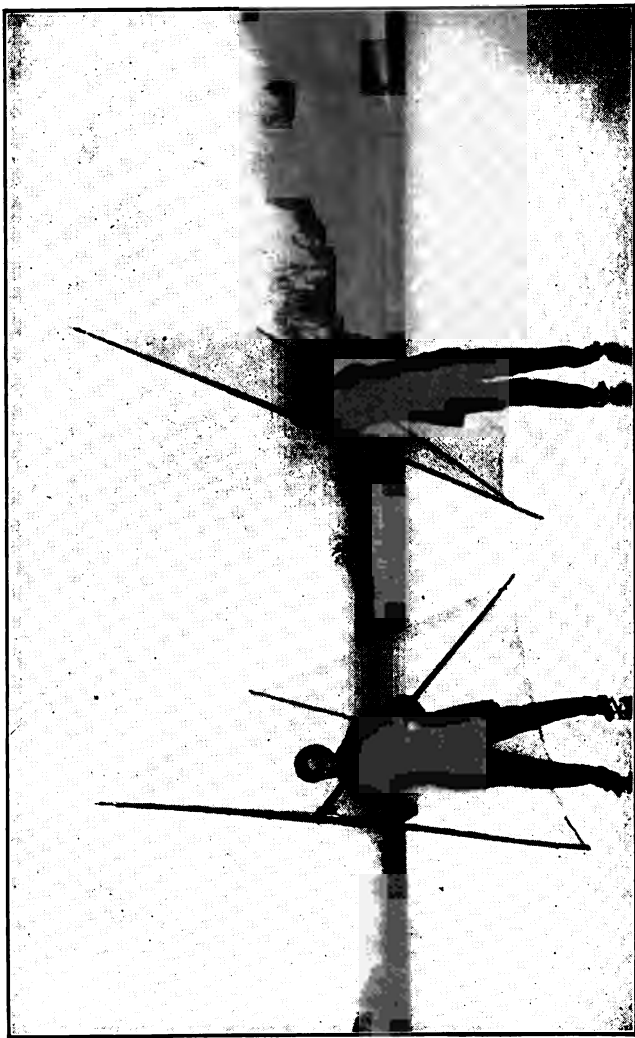
**Pair Skating on Conservatory Lake, New York City.
Mr. Irving Brokaw and Partners.**

skater, in 1865, and adopted by almost every European skater of fame from that day to this. With the revival of skating in the United States, and especially the Continental or "fancy" style, has come a demand for a skate best suited to the graceful figures that render this form of the art so attractive. This old, yet new, skate has but two uprights or stanchions from the blade to the foot



Miss Elsa Reudschmidt, Woman Champion Skater, on St. Moritz Rink, Switzerland.

or heel plates, the blade curves over in front so as almost to touch the shoe; there is considerably greater distance from the skater's heel to the ice than in former patterns, and larger radius of the curve of the blade where it rests upon the ice. The blade is splayed, or wider in the middle than at the toe and heel, and there are deep knife edge corrugations at the toe for pirouettes



Skate Sailing, Spy Pond, Boston, Mass.

and toe movements. This is the skate which is now being used by the best skaters of the world, and the only pattern on which the larger, freer, bird-like movements so characteristic of the best skaters of Europe, are possible. It is an interesting fact that this skate is now the recognized standard of the leading instructors and experts in Figure Skating in all the prominent rinks and in theatrical attractions in which ice spectacles are a feature.

Skating, whether the beginner has in mind speed or figure work, is best learned without human aid. An old, strong chair, to the legs of which have been fastened wooden runners, is the best of all devices for starting the young skater on the right balance and contributing to his self reliance and confidence. Very early in the attempts at the sport, the beginner will decide whether he is interested in Speed or Figure Skating, and he is then urged to select the correct outfit rather than adopt habits which it will be difficult later to break. There are scores of skaters now using the flat blade hockey or racing skate who will never achieve satisfactory speed, but who are peculiarly adapted to success in Figure Skating. Speed Skating is interesting for a time, and hockey is a splendid athletic game, but the figure skater has a pastime and an athletic pursuit which will interest him for a lifetime, and in which there are intricacies as fascinating as a geometrical puzzle. There are excellent books on the new forms of Figure Skating now available, the latest of which, Mr. Irving Brokaw's "Art of Skating" and "Figure Skating for Women," published in the Spalding Athletic Library, should be in the hands of every lover of the sport.

After the beginner has attained some measure of confidence, the skate sail will be found a most interesting diversion and addition to the sport. There are many patterns of skate sails. The simplest, as well as one of the best is the rectangular pattern, fashioned of two wooden uprights at the fore and aft ends of the sail with a cross piece as spreader. The size of this sail will depend on the designer and the sport he seeks. The average size recommended for an expert skater would be 6 to 7 feet in

height and 10 to 12 feet in width. The wooden spars at the ends should be of pine or spruce, squared, thicker in the middle than at the ends, and of one piece. The center spreader may be jointed or hinged. The best material for the sail is either unbleached muslin, which is very cheap, or the best sea island cotton, known as "balloon silk." In the sail can be set an oval or circle of celluloid as a window through which the skate sailor may watch his course.

The skate sail described can be made by almost any amateur, will cost less than five dollars, and will return more sport for its cost than almost any other winter sport implement. There are many other patterns of skate sails, the next best being the triangular or pyramid shape with the base of the pyramid parallel with the skater and the long end of the sail stretching out behind. The right dimensions for such a sail for the average person will be about 9 feet for the upright spar and 10 to 12 feet for the boom. The spars can be made of heavy bamboo, and by means of a small pulley over the forward end of the boom the sail can be stretched taut. There is another foreign pattern sail which has a boom stretching across the two end spars and projecting beyond them a foot or so. Such a model requires a larger field of ice than those which have been described.

Uninformed advisers recommend the flat blade skate for Skate Sailing. They are wrong, because sharp turns and curves have to be made for successful Skate Sailing. The best skate for the sport is either the regulation figure skate or a hockey skate having curved blade. The skate sail ought to be used only where there is ample freedom; it is not adapted to small skating ponds or rinks since high speed is frequently developed, even up to thirty miles an hour, and dangerous accidents may occur.

Anyone can learn the use of the skate sail with a few hours' practice. Unlike the ice boat, which it so much resembles, tacking is done exactly the same as with a small boat, with the exception that when the sailor is ready to "come about" he simply throws the sail up over his head, makes his right angle turn into the new course and the sail comes down in correct

position. It is also possible to shift the sail forward while under full speed until it is past the center, then slip it from one side of the body to the other, make the turn into the new course, and continue on the new tack. Magnificent competitive sport can be had with the skate sail by organizing "one design classes," just as in small boat sailing, so that every sailor has similar equipment and there are no odds. Differences in weight of the contestants will be about equalized by the advantage of weight in one position of sailing as against its disadvantages in another.

Women pick up the sport readily and find it most interesting. Many a woman has learned from the skate sail, for the first time, that she really can handle a sail so that she is able to get back to the place from which she started by the otherwise incomprehensible route known in yachting as "tacking." Warm gloves, tight fitting clothing, and some sort of face protection are advisable for this sport.



**Prince Antoine Bibesco, Secretary of Roumanian Legation, London, Teaching
the Duchess of Westminster, at Murren, Switzerland.**

CHAPTER III.

THE NORWEGIAN SKI.

There seems to be no doubt that the ski originated in Norway. But it is now to be found everywhere snow falls, from the extreme limits of Greenland to the summits of the Andes where South American Governments employ expert ski runners to carry mail. First as an implement of communication between nations otherwise snow bound, and now as the chosen toy of winter loving thousands it has finally come into its own. Probably no one plaything has so rapidly forged into a leading place among the sport tools of the northern races as these long and curious "planks," as the Austrians call them. Ten years ago the ski was an interesting ethnological souvenir found only in museums; today it is hard to supply the demand for them. With that imitative and inventive skill characteristic of the Yankee, some of the best skis are now produced in the United States. They have improvements and changes peculiarly adapting them to the climate and the snow of the North American continent, and are to be preferred to the imported article in every respect.

The experts of Europe, who are without doubt far in advance in the practical use of the ski, for either business or sport, have come to regard them as superior to the snowshoe for covering distance and general cruising. The armies of Northern Europe have almost exclusively adopted skis after competitive trials of them with the Canadian snowshoe. While Norway and Austria have settled this matter by the adoption of the ski for army use, Canada still maintains the supremacy of the snowshoe. The battle is still on and the wise lover of winter will contribute his mite to the controversy by testing both, since there are delights to be had with each which the other does not supply.

The ski is generally made of ash of the very best quality, or



Kick Turn—First position.



Kick Turn—Second position.

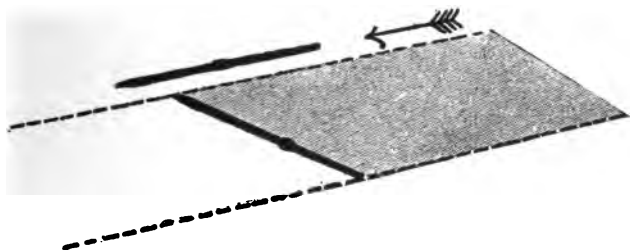


Kick Turn—Third position.

hickory. Some of the skis of Northern Europe are made of elm, but the imported skis of that wood have not proven satisfactory. Spruce has also been tried out, in Michigan, but without improvement over ash. Few of the implements for sport require such care in the making and such accuracy of design. While the expert can manage to get along on poor skis, or crooked ones, it is the height of folly for the amateur who cares about perfecting himself in the sport to learn on anything but well made, correctly shaped and accurately balanced skis.

Among the experts of the north the length of the ski is generally determined by stretching the hand over the head and selecting a pair that reach to the wrist. "Long" ski would be to where the fingers

bend at the second joint; "short" ski to six inches over the head. For general use, hill climbing, touring, and even for jumping, the average or the short ski is best. Short, stiff legged people should select a short ski, else the important kick-turn cannot be executed, and on this movement depends much of the cruising ability of the ski devotee. Long skis are best only on level stretches and flat country. There is a slight upturn at the toe of the ski made by steaming and bending the wood to a metal form. The farther north one goes, the higher this bend is generally carried. Four inches is a correct average for general use. The ski should be slightly



"Stemming" on skis.—Arrow shows course down hill, left ski turned in.

wider at the front than at the tail. The wearer's foot is placed about two-fifths of the distance from the tail of the ski, by which arrangement the bulk of the weight of the ski is forward of the foot. The groove is now almost universally used and runs either the full length of the bottom of the ski or to a place slightly forward of the foot. This groove tends to keep the ski straight, to steer it, so to speak, and is most important on hill descents.

The foot binding is of the greatest importance. It must be rigid, yet not bind the muscles of the toes or ankle. A heavy boot is essential, or one with a very heavy sole, which is crowded or drawn firmly into the toe fastenings and then the straps fastened so they will not give. On the firmness and rigidity



En Route to Hills for Skiing, Murren, Switzerland.

of the foot binding depends almost wholly the ability of the beginner to make rapid progress in the sport.

There are two forms of foot bindings, the toe and the sole patterns. The sole pattern is almost unknown in the United States, although it is ranked very high by the experts of the Tyrol and the Norway chutes. The toe binding consists of a firm metal piece which is run through the ski, bent up on either side of the sole and fitted to hold the foot rigidly in place. Straps run from this metal piece over the toes and also back around the heel, being kept from slipping off the shoe by a small leather strap passing over the instep. This is the best of the toe fastenings.

The usual accompaniment of the ski expert is one or sometimes two sticks used to press against the snow on the level or to steer or brake in descending hills. When but one stick is used it is generally from 6 to 8 feet in length and of bamboo; when two are used they should not be over 5 feet in length. All sticks should be equipped with leather wrist thongs and have spikes at the bottom and rings of wood firmly attached about 6 inches from the bottom. It is better for the beginner to learn with one long stick and occasionally, as he progresses in confidence, to discard the stick for considerable periods of time, so as to increase his perfection of balance.

Contrary to general belief, Skiing does not require great muscular power. It is a matter of skill of balance, a knack such as one learns in swimming. For this reason it is much better to secure a teacher, if that be possible, who will at least start the beginner right and save him from learning many things which he must later unlearn. There are nice points in the sport which no type can convey, but which the eye will instantly perceive as they are executed by the expert.

Failing the advantage of a teacher note these points: Do not try coasting or jumping the first thing. Much better to learn how to get up the hill, either by the hard and difficult "herring-boning" method, the easier "tacking" or the simplest of all methods, "side stepping." When you do come down remember that if the snow is damp and sticky you must lean back, while

if it is dry and frozen you must lean forward. It has been wisely said that when a man starts to go down hill all nature seems greased for the occasion. No man appreciates that as does the ski amateur. Every tree is a magnet, every stump and every rock beckons your unmanageable "planks" straight toward destruction. Study the snow, its condition, the effect of the sun on it; sometimes there is fine sport to be had on north slopes when none can be had elsewhere. Learn the sort



"Herring-boning" Up Hill on Skis.

of snow that makes for speed, for difficult climbing, for easy touring, and adapt your work for the day to the conditions. The expert ski runner knows the changing and changeableness of the snow as few men do. Snow with breaking crust is dangerous, for many reasons, while a solid crust is great sport. Avoid tracks made by others, especially in hill coasting.

The fundamental things to learn in Skiing are: Darting, which simply means running down hill with skis close together and parallel; Steering, which is done by leaning toward the side one wishes to go; Stemming, or Braking, which is done by

placing one ski at an angle with the other so as to create friction against the snow; the Snow Plow, which means turning the knees and the feet inward so as to bring the points of the skis close to each other and the tails far apart turning the flat of the



Crossing Strela Pass, Davos, Switzerland, on Skis.

skis against the snow, and Slanting, which means taking a hill on an angle, a sort of "tacking downhill."

All of these movements are of almost equal importance, and should be practised faithfully if the beginner would achieve a place in the sport or get most fun out of it. Stemming needs but a simple diagram to explain its meaning, and Steering

cannot be taught by any book; its balance is a thing which can only be learned by experience and many falls.

No amount of book learning will make a ski runner expert at the sport, and the best of all the foreign books on the subject, published in the home of the sport, entirely evades the subject of Ski Jumping; nevertheless it is probable that some advice as to that important department of the sport will be welcomed. But the beginner must look more to practice than to advice.

Start first without any take-off. Learn every balance with and without a pole; poles are never used in serious jumping. Gauge the stickiness of the snow and adjust your balance on arriving back on the snow after the jump to the resistance; if sticky snow, lean backward; if slippery, lean forward. Do not practice where the take-off lands you on flat ground; it is dangerous. There should be greater drop after the jump than before it. Hold your arms rigid while in the air. On touching the snow, the right foot, or one foot, should slightly precede the other. Have the tails of the skis touch the snow first, so as to act as rudders and get correct position. And expect ninety per cent. of falls to jumps for the first hundred jumps.

Clothing for Skiing should be hard close-woven wool. Hairy goods catch the snow and soon become wet. Neck and wrists should be fitted tight and a puttee or binding of cloth about the shoe top, enclosing the long trousers or closing the opening for snow in the shoe tops is important.

There is an adaptation of Skiing which is great fun and consists of employing a horse to drag the ski runners about the country, or to the top of a hill where they may coast down. Long strings of ski experts are thus met with in Norway and Switzerland, and the merriest of sport is associated with the novelty. Trips to nearby towns or places of interest can thus be made, where a meal can be had, and the return trip can be done cross country or again by horse power.

CHAPTER IV.

SNOWSHOE³ AND THEIR USES.

Like most inventions having to do with physical comfort, probably the snowshoe was a lazy man's gift to the race. We can imagine how he found that by bandaging boughs on his moccasined feet he could get about with less trouble than his fellows; the idea spread, the boughs took form, then webbing was run across bows of wood and the snowshoe came into being.

Every locality has its own special snowshoe, ranging from the eleven foot models of the Alaskans to the flat boards with cross pieces of the Italian dwellers of the Apennines. And each special model, far from being just subject for ridicule by the folks of any other locality, proves itself to be peculiarly adapted to the needs of the place in which it is found. Therein lies the lesson of all the new implements of the now popular winter sports; they must be adapted to the special localities in which they are to be used or the fullest measure of sport cannot be had.

The Indian of the north prefers black or yellow birch for the bows of his snowshoes. Failing that wood of the right quality he selects ash, out of which the best of the snowshoes sold in large cities are generally fashioned. The webbing is preferably of caribou hide, but as there is very little caribou hide available the webbing is generally made of cow hide for the important center and lamb skin for the filling of toe and tail piece. Properly treated and regularly painted with a good varnish these materials are entirely satisfactory for the most critical of snowshoe users. As a matter of fact the best snowshoes today are made by white men, not by Indians, just as the white man has come to make better canoes than the Indian ever made. The snowshoes sold at fair price by the leading dealers are thoroughly equal to any service they could be asked to give and will outwear several pairs of the Indian make.



The "Grand Bounce" of Canadian Snowshoers.

The webbing of the center is carried around the bow of the snowshoe, while that of the toe and tail is passed through small holes bored in the bow. Where the webbing is passed through the bows, little knots of worsted are used to break the knife-like cut of the crusted snow—not because they look pretty, as many folks think. The making of a pair of snowshoes takes



Snowshoe Race, Highland Inn, Algonquin National Park, Canada.

the best part of several days, even with the aids of civilization, while among the Indian tribes of the far north several months elapse between the time when the first tree was felled for the bows to the day of the finished product, including stretching of the skins, warping of the bows, lacing of the webbing and drying out.

The size of the snowshoe as well as its pattern depends largely upon the size and weight of the wearer, and the uses to which

the snowshoe is to be put. For racing purposes the Alaskans use a snowshoe of 11 feet in length. The Montagnais beaux use a snowshoe of 36 inches in width. The trappers of the Rocky Mountains use a small "bear paw" snowshoe almost round in shape, and the best general snowshoe for the eastern part of the North American continent is the Algonquin or "club" pattern ranging from 40 to 50 inches in length and from 12 to 14 inches in width. The "bear paw" pattern is excellent for brush and hill country. The size of the mesh is governed by the average quality of the snow; when the snow is fine and dry and feathery a small mesh is desirable, while in damp and moist snow the mesh should be larger.

Fastening the snowshoe to the foot is an important matter. Even the Indians and the trappers of the far north wanted to borrow or buy the ingenious American snowshoe sandal which



"Glissading" on Snowshoes.

I had attached to my snowshoes during a recent winter wolf hunting trip. These firm practical bindings are far and away superior to the lamp-wicking thongs or leather strings formerly used, especially when the walking is over hilly country, and the sag of the binding causes slipping of the foot on the snowshoe. Moccasins should be worn with snowshoes; dry tanned when the weather is very cold, say about zero, and oil tanned when it is warmer and the snow melts during the day. The binding should not be so tight as to stop the circulation nor should it come above the toe joints.

An excellent device popular with the Appalachian Mountain

Club of New England, on its winter outings on snowshoe, consists of a leather piece about the size of the foot attached to the under side of the snowshoe and studded with long pointed hob nails for ice creeping. There will often be times when some such device will be of the greatest value, especially in climbing crusted hillsides. The leather can be permanently attached to the snowshoe or merely tied on with rawhide thongs so as to be detachable if one wants to coast down hill on the snowshoes or does not require the additional grip on the snow.

Almost anybody can learn to use snowshoes with little trouble. An hour will generally suffice the average athletic young person in which to secure sufficient ease in the use of the new toys to warrant starting off on a trip of a day or more. There are certain muscles which the sport calls into play, such as the upper thigh and the lower calf, that some folks have allowed to become weak and almost useless, but after a few days of Snowshoeing these muscles will learn their right function and cause little trouble. Correcting a wrong impression, it should be stated that the snowshoe does not really keep the walker on the top of the snow. When the snow is fine and the weather cold the snowshoe will sink in from two to five inches below the surface of the snow and the next step requires that it be lifted above the level of the snow and dragged along. This is the work which many beginners find most tedious and exhausting. The best way to save the strength of the beginners in such case is for the experts, whose muscles for the sport are in good trim, to "break trail" most of the time, thus reducing the work of the others who follow. But of course all plucky students of the sport will want in time to do their full share of the pioneering work of the leader.

When the sport has been fairly learned; it is amazing how easy it becomes. Greater distances can be traveled on snowshoes in a day than any member of the party could walk on a macadamized road. This is due partly to the increased length of the stride, and partly to the easy cushion on which the foot comes to rest. Fifty and sixty miles is not an unusual day's run for the expert snowshoer of the north. Thirty will be a



Snowshoe Party, Highland Inn, Algonquin National Park, Canada.

good day's work for the amateur, even after some years of experience. If packs of any kind are carried they should be of the Alpine ruck-sack pattern, consisting of a sort of loose knapsack swung over both shoulders and resting low in the back, so as not to interfere with the balance.

A moonlight snowshoe walk over the hills such as is customary in Canada or in the Adirondacks, to a rendezvous where open fires are provided, either indoors or out, and hot meals are



Quebec Snowshoe Club in Chateau Frontenac, Quebec.

served, is a journey never to be forgotten. One of the special delights of such a party is the "Grand Bounce" which consists of tossing some member of the party into the air from the center of a blanket, the edges of which are held by a score of friends. Sometimes the blanket is dispensed with and the member thus "honored" is flung up by catching hold of arms and legs and body. One of the most famous of the pictures of this sport shows the late Frederick Remington being thus flung heavenward by his admiring friends,



Appalachian Mountain Club on Snowshoe Expedition.

No sport of all the winter combines such a variety of picturesque costumes or such an international array of suitable material for the sport. For instance, the red and white and parti-colored blanket costumes are strictly Canadian in origin and history; the stockinette caps or toques are French; the socks, which are as indispensable as the snowshoes themselves, are German; the moccasins are Indian and the snowshoes, nine chances to ten, are American!



The Famous Mount Royal Toboggan Slides, Montreal, Canada.

CHAPTER V.

TOBOGGANS AND BOB-SLEDS.

The Canadians, winter lovers that they are, have given the world one of its finest implements for winter sport in the light, dainty, and marvelously swift toboggan. Probably no device of equal weight ever invented by man has attained such speed with such a load of valuable human lives. And when the end of the run is reached the thing can be picked up, tucked under an arm and carried back to the starting point; in fact that is the way in which many of the toboggans are returned to the starting point of some of the greatest runs in the world. "Zit! Walk a mile!" said a traveled Chinaman in describing his first impression of the sport.

The strictly Canadian model toboggan is now made in the United States as well as in Canada. There have been practically no changes in the design which the Dominion first chose for the famous slides at Mount Royal, Montreal, Quebec, or Ottawa. Since the Indian fashioned the first toboggan with which to drag his winter's catch of furs out to the nearest Hudson Bay post, the method of construction has changed but little. The uses of the frail chariot are distinctively different, however; now it serves to convey precious freight of charming, red-cheeked women down precipitous artificial slides on pleasure bent, where once it stood for carry-all and moving van for the taciturn nomads of the great white silences.

Basswood or ash strips, from four to ten in number, are used in making a toboggan. The length may be anywhere from 5 to 9 feet and the bottom may be either flat, or there may be runners of wood or steel, usually three in number. Steel shod toboggans are a comparative novelty and fitted only for slides where ice is used; they are barred on many slides, owing to their speed. and they are not adapted to general use on snow.

Toboggans can be successfully used on ordinary natural slides

found on snow clad hillsides, either on crusted snow or even on loose snow if sufficiently packed. But the customary use of the toboggan is now found on artificial slides, or slides in which the natural slope of the land is combined with an artificial starting incline. Many country clubs have erected such slides, one of the most famous in the United States being that erected by the Ardsley Country Club, Ardsley, N. Y. Another very interesting illustration of how natural and artificial conditions may be combined to furnish a successful field for

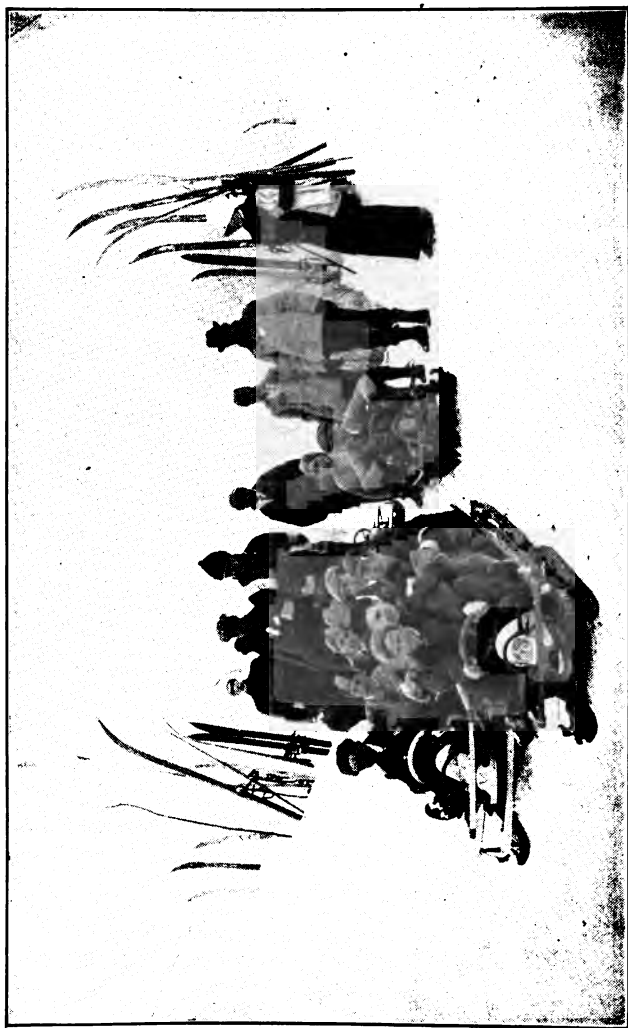


The "Roman Post," at St. Moritz, Switzerland.

this fine sport, is found in the arrangement which prevails at the Lake Placid Club, Essex County, N. Y. This famous Adirondack club may be said to be a pioneer in winter sports, since it has been serving its members with such entertainment during every winter since 1902. The toboggan slide here starts from the roof of the golf house, an effective and novel way of getting immediate elevation for a good start, and the run is over a quarter of a mile in length with a drop of 114 feet. The slide at Quebec, which starts from the Citadel and runs down to the Dufferin Terrace, in front of the magnificent Chateau Frontenac, is the best illustration of a wholly artificial slide in this country or perhaps in the world. There are many private artificial toboggan slides in the United States, one of the most successful being that on the property of Mr. George D. Barron, Rye, N. Y., which was erected for the pleasure of his two daughters. The framework is of steel; a drop of nearly 70 feet is attained before the level of the field is reached and then the slide runs off in a board trough until it comes to a spreading meadow. The slide at the Ardsley Country Club, Ardsley, N. Y., has been extremely successful and has been liberally copied elsewhere. Here the plan of renting out toboggans and renting the privilege of using the slide for less than a dollar an hour per person has been the means of paying the entire cost of the experiment besides furnishing great sport for the members and their friends.

Wherever possible the Canadian plan of having at least two slides side by side, separated by a snow bank of about a foot in height, will be found to greatly add to the interest. Toboggans can then be started simultaneously and the zest of competition in speed added to the thrill of swift descent. On the Mount Royal slide in Montreal there are five slides alongside each other, and when five toboggans loaded to their capacity start at once the sport is fast and furious. It is important that no toboggan be started on any slide until the party ahead is seen to be out in the open field or free from possible collision.

The bob-sled or "double runner" consists of fastening together two low sleds by means of a board. The cost of such an outfit



Swiss Bob-Sleds at St. Agathe, Canada.

ranges from five to five hundred dollars, and the five dollar rig will give almost as much sport as its expensive cousin. Steering is done by means of a wheel, like an automobile, controlling the front sled, or by means of ropes run through pulleys and held in the hand; this latter is the custom on Swiss slides. There are very few natural slides adapted to the bob-sled in this country, although there is great sport every winter in the competitions held between the coasting teams of several towns on Long Island, N. Y., and there is no reason why the sport should not become widely popular where towns are willing to devote certain roads or streets to the sport, as they do abroad. Handsome bob-sleds, cushioned in velvet and steered like a motor car, are drawn by horses and are capacious enough to carry twenty or more persons.

The greatest bob-sled sport in the world is found on the famous "Cresta Run" in St. Moritz, Switzerland, or the equally famous "Kloster Run" in the town of Davos, Switzerland. Both of these wonderful coasts are over two miles in length, are on ordinary post roads set aside for the sport at certain seasons, and attract thousands of visitors from all over the world. Usually there is plenty of snow during the winter season at these resorts; when there is, the courses are built up at certain curves with great embankments of snow on which water is sprayed and then the resulting ice makes the course for much of its length a sheet of glass. At all intersecting roads there are danger signals set as the coaster starts from the top, and even the mail sleighs respect the sport. Speed of over ninety miles an hour is made on certain parts of these runs. The "Cresta Run" is regarded as the most difficult and the most interesting; one place in it known as the "Battledore and Shuttlecock" is probably the most superb piece of coasting ever built. At the close of the run there is a wonderful leap through the air which carries sled and rider 50 to 60 feet. The start and finish are timed by threads broken by the sled which thereby starts and stops a timing clock. Single sleds, of the pattern known to Americans as skeleton or clipper sleds, are generally used, having steel runners, open sides and big cushions set well back toward the end of the

seat. Bob-sleds are also used on some of these runs and are occasionally steered by women.

Pet dogs can be trained successfully to drag small toboggans or sleds just as the famous "huskie" dogs of Alaska do. The use of dogs for dragging snow vehicles is by no means limited to the wild wastes of Alaska, however. There are many dogs so used in the Adirondacks and in Canada. The famous dog team owned by Lord Minto, which was kept in Quebec several winters, was the means of initiating thousands of Americans into the sport of Dog Sledding. And the world famous races of dog teams dragging great loads, which Jack London has immortalized in his dramatic stories of the far north, are recalled by every lover of winter life in the silent places.

A small dog sled is useful not merely as a vehicle for dogs to drag; it is the easiest way for man to carry any considerable load. The simplest pattern is a flat toboggan, generally of three strips of very thin basswood, ash or cedar, and in the case of the Indian made type is put together entirely without nails or screws of any kind, rawhide thongs taking their place. A one-man toboggan should be not over 4 feet in length and about 12 to 14 inches wide at the front and 2 inches narrower at the tail. The Indians make such a toboggan, and of this size, which weighs less than 3 pounds.

A very simple and very efficient sled for either man or dog to drag is made from a couple of barrel staves on which a flat board is fastened in such fashion as to permanently preserve the full bend of the staves, then a back piece is fastened at right angles to the bottom board and braces run from the front of the bottom board to the top of the back board. A cross piece should be fastened at the front end of the staves and on this a whiffletree can be set; not until a man tries dragging a load with and without a whiffletree does he realize its value.

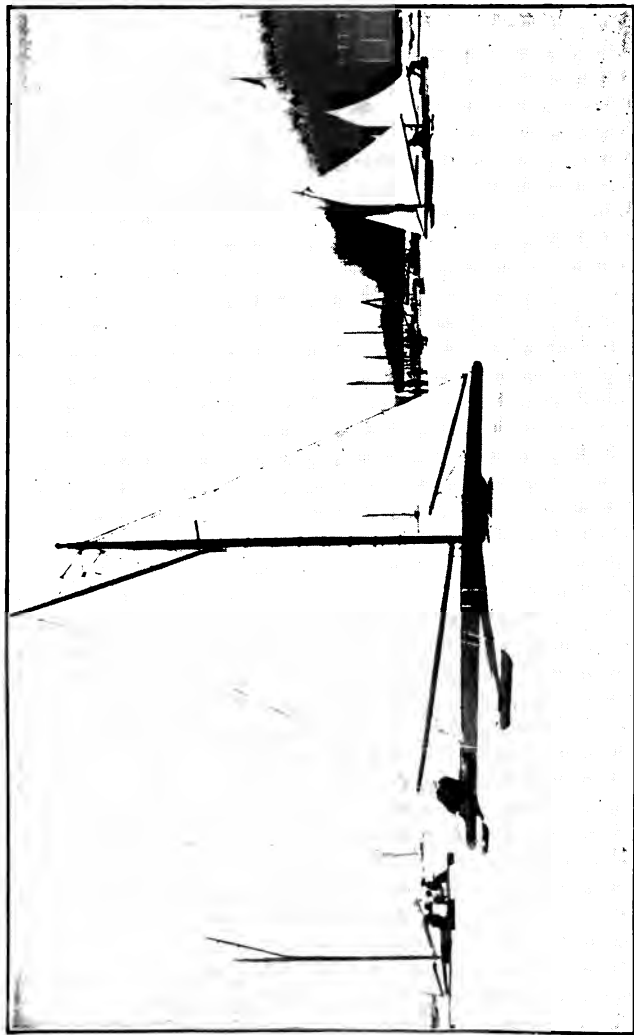
CHAPTER VI.

ICE BOATS AND SCOOTERS.

After a trial of all the sports of all the year, from running foamy rapids in your own canoe to sailing over the earth on the wings of an aeroplane, the honest critic will award the palm to Ice Boating for its unrivalled excitement, its unapproached speed and its glorious intoxication. No man ever believed that he had been nipped by the frost while he was making his first trip in an ice yacht; his fast beating heart was pumping too much red blood through his delighted body to permit any such thing!

Ninety miles an hour is credibly reported as the occasional speed of the ice yacht. The greatest authority on the subject is of the opinion that no real limit can be set for the speed of the craft, since ideal conditions of wind and weather and ice, and ideal construction of the craft for utilizing these conditions have never been combined and probably never will be. It is known beyond the shadow of a doubt, however, that the ice yacht can and does sail faster than the wind which is blowing at the time, strange as this statement may appear to the uninformed. For absolute beauty of motion, with least sensation of striving after speed, with smallest appreciable evidence of friction, and almost utter absence of that noise which is the general accompaniment of all fast traveling, the ice yacht is absolutely unique and unsurpassed. An initiation trip of a few miles will furnish sensations so novel and so fascinating as to be incomparable with any other sport the winter lover has tested; he will be a hardened and blasé soul if then and there he does not vow further acquaintance with the thrilling pastime.

The ice yacht is a development of the ice boat, which was a square box set on steel runners and propelled by a sail. It may be said that for purposes of easy definition the only differences now existing between an ice boat and an ice yacht are differences of cost; like the "pole" of the country boy angler and the "rod"



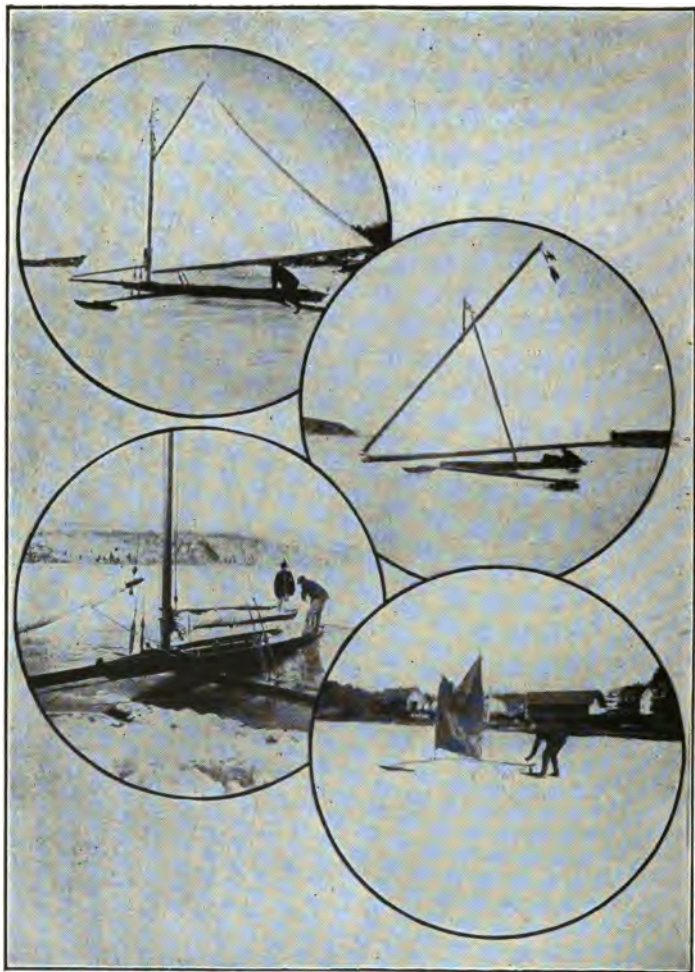
Famous Ice-Yacht "Storm King." Silas Lane, Owner, Poughkeepsie, N. Y.

of the city angler, both the ice boat and the ice yacht have the same uses and furnish the same sport. If the craft is simple and perhaps home-made it will probably be an ice boat; if it is made by professionals, with due reference to "center of effort" in the placing of sails, has red velvet cushions and that sort of thing, you are privileged to call it an ice yacht. Either one will give all the sport any reasonable man is entitled to in this wicked world.

Ice yachts cost between \$500 and \$5,000, although there is said to be at least one which cost over this latter figure. Ice



Ice Yachts, Sail and Motor, on Hudson River, near Poughkeepsie, N. Y.



**Getting Under Way.
Double Back-bone.**

**The Lateen Rig.
A Five-dollar Yacht.**

HUDSON RIVER ICE-YACHTING.

boats cost from \$5 up, depending largely upon who does the work of making them. Along the lower reaches of the Hudson River there are any number of successful ice boats which cost less than \$25 apiece, and they furnish magnificent sport. Any small boy with a knack for mechanical work can make himself an ice boat that will serve every purpose and teach him the rudiments of steering and managing the craft; and he will find many surprises in learning the new sport, even although he may be a clever small boat sailor on water.

The handsomest and finest ice yachts in the world are found along the Hudson River in New York State, near the city of Poughkeepsie. There are also many fine ice yachts used on the Shrewsbury River in New Jersey, on Orange Lake, Newburgh, N. Y., on Lakes George and Champlain, and a very considerable interest in the sport among the winter-loving sportsmen of the northwestern United States, especially Wisconsin, Michigan and Minnesota. With that daring characteristic of the western folks, the ice yachts of the Northwest seem to be planned more with reference to general use under all conditions of smooth, rough or snowy ice than some of the more highly perfected eastern craft which are seldom used unless conditions are perfect. Thus the westerner gets a much larger amount of sport out of the season than the easterner; fourteen days of good sport is all that some of the eastern ice yacht enthusiasts expect during a full season.

While there are several interesting designs of ice yachts in general use among the experts of the sport, and any number of "freak" designs, some of which have demonstrated their ability to walk away with handsome prizes, there has come to be comparative uniformity as to general lines of construction. And from these lines it would be best for the ice yacht builder not to deviate too much, although minor constructive details still leave considerable room for experiment and originality.

The generally accepted design of the fastest and best ice yachts is that of a cross, in which the center timber, also sometimes called the backbone or the hull, running fore and aft, is crossed, just a little forward of half its length, by the runner



Shrewsbury River, N. J., Ice Yacht.

plank. A successful western design consists of two center timbers spread apart several feet in the center of the craft and joined at the forward end, or bowsprit, and at the extreme stern, where the rudder is located. The best material for the backbone or center timber is either basswood or butternut. Oak is generally used for the runner plank; clear spruce for the mast and spars. The cockpit or seat is merely a place for the steersman and guests to half lie or half sit, and is generally provided with a combing and rails. Cushions of hair, cork, moss, or hay are provided. All running gear, except the main sheet rope, is of plow steel rope or flexible wire. Sails are of cross-cut pattern used in racing water yachts.

The most important items of the ice yacht, after the frame, are the runners and the rudder. Here great care should be exercised to get the right thing. Certain fixed standards of material, design and hang are almost universal. The runners and the rudder, which are almost identical in shape, are of V-shaped castings; the very best grade of cast iron seems to be most preferred. The fact that, after a few weeks of sailing, these runners have to be sharpened, and that the friction and heat developed in their use gives them a dense hardening which it takes considerable filing to penetrate, warrants the use of runner material not too hard at the start. Tool steel, Norway iron, phosphor bronze and even brass have been used; the best results seem to come from good quality castings. There is difference of opinion whether there should be rock to the runner or considerable flat area, but the consensus of opinion favors a slight rock to the runners and less to the rudder. Between the rudder and the bottom of the cockpit a large rubber block is inserted to take some of the jar and vibration. The runners are permanently fastened to the runner plank, allowing play up and down, while the rudder is set in a rudder post which has a Y at the lower end, allowing the rudder vertical motion. The tiller should be a long iron bar wrapped with cord, lest some thoughtless guest, with perspired hand, comes to grief. Cockpit rails should be similarly wrapped.

The craft to which reference has so far been made is of the

general Hudson River pattern. No dimensions have been given, but for the further information of the interested reader planning to enter the sport, the following dimensions of a successful ice yacht of this type are here appended. The figures will be useful to those planning smaller craft if the same proportions are observed, although the size, known as the Two Hundred and Fifty Square Foot Area Design, has proven itself especially useful as an all-around fast ice yacht for the largest number of days. Backbone, 30 feet over all, $4\frac{1}{2}$ inches thick, 11 inches wide at runner plank; nose, $3\frac{1}{2}$ inches; heel, $4\frac{3}{4}$ inches; runner plank over all, 16 feet 8 inches; cut of runners, 16 feet; length of cockpit, 7 feet 6 inches; width, 3 feet 7 inches. Mast stepped 9 feet 6 inches aft of backbone tip. The rig is jib and mainsail; dimensions of jib, on stay, 12 feet; leech, 9 feet 9 inches; foot, 7 feet 3 inches; mainsail, hoist, 12 feet; gaff, 10 feet 3 inches; leech, 24 feet; boom, 18 feet. Sail area, 248.60. Such a craft as this can be built for about \$200.

The ice yacht sailor will learn many things about sailing which he never learned from handling water craft. The sails are trimmed flat all the time in ice yacht sailing. There is no such thing as "going before the wind" with free sheet, in the manner familiar to water yachtsmen, for the excellent reason that no ice yacht will hold its direction sailing in this fashion, in wind of any considerable speed. The marvelous ease with which the craft is steered will amaze every yachtsman, especially those familiar with the hard helm of the average catboat. Many a beginner at the Ice Yachting game turns his tiller too sharply and finds himself flung off and sailing away over the smooth ice while his craft spins on her center. The ordinary way to stop the craft is to run up into the wind; sometimes the rudder is turned square across the direction after this position is attained, and a quick stop can thus be made, but it is a severe strain on the craft. Ice yachts are "anchored" by heading them into the wind, loosening the jib sheets and turning the rudder crosswise. Frequently passengers or crew are carried on the extreme outer edges of the runner plank, and the sensation when this runner gradually rises in the air is thrilling indeed. It is not generally

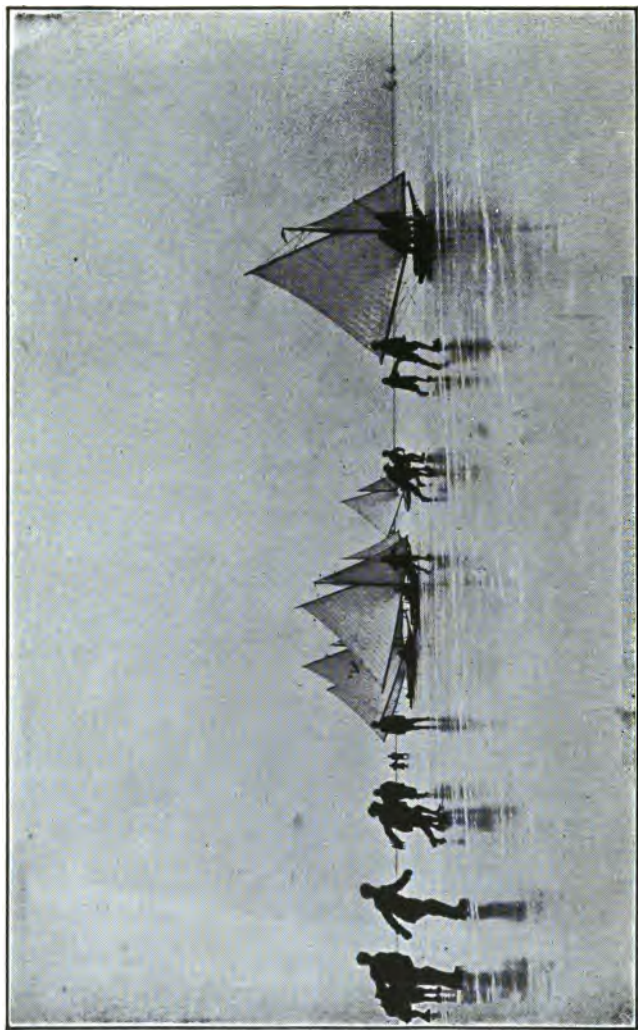
regarded as good sailing, however, to have the runners leave the ice much. It is much better and much safer for the amateur at the sport to learn something of the handling of the craft from experienced friends before he ventures abroad alone; there are immense boulders away up on the dry land of the Hudson's shores which have been the lodging places of some fine new ice yachts that the tyro sailors could not even steer, much less stop.

The most interesting novelty in ice-yachting seen in recent years is the invention of Mr. William H. Stanbrough, of Newburgh, N. Y., and consists of a cockpit which can be made to swing from side to side of the yacht, according to the point of sailing, etc. The cockpit rests on the runner plank and on a track, and is provided with wheels which permit it to run easily back and forth. The center of the cockpit is well forward, providing better distribution of weight and, by means of drums and cables, the steering is managed from a tiller post, much as the steering of the sailing canoe is done. The shifting of weight makes it possible to either keep the craft on three runners or to lift the windward runner in the air at will. The device has been tested for several seasons and is enthusiastically praised by those who have adopted it.

The greatest authority on ice yachting in America is the noted sportsman, Mr. Archibald Rogers, of Hyde Park, N. Y., whose interest in the sport is not confined to the handling of his famous ice yachts, among which the "Jack Frost" ranks first, but includes as well scientific researches as to materials for construction of the ice yacht, and whose amateur workshop and ice yacht house is a storehouse of information on the sport. The most successful builder of ice yachts is George Buckhout, Poughkeepsie, N. Y., builder of the famous successes, "Jack Frost," owned by Mr. Archibald Rogers, and "Icicle," Mr. John Roosevelt, owner, and many Western ice yachts.

THE GREAT SOUTH BAY "SCOOTER."

Valuable as is the ice yacht as a gift of America to the sport of the world, it is probable that the craft known as the "Scooter," which originated on the waters of the Great South Bay, Long



Start of "Scooter" Race, Blue Point, Long Island, N. Y.

Island, N. Y., excels it in value, for already this unique invention has been taken up not merely by the sportsmen of the world but by hundreds of others whose requirements for sport and work the odd craft seems exactly to fill. Many lives have already been saved by the "scooter," and its growing popularity wherever open water, which wholly or partly freezes, is found, indicates that it has an important future. The "scooter" may be properly classed among ice yachts, since it truly sails successfully over ice. But it does much more than this, for it will also sail in water, safely go from ice to open water and back again from open water to ice. There is no craft or machine, so far devised by man, so nearly similar to the amphibious wild duck, and the simplicity of the construction of the craft, as well as its ease of handling, renders it more than ordinarily interesting and valuable to seekers after novelties in sport that are worth while.

The "scooter" is an evolution. It is a cross between the round-nosed spoon bottomed ducking boat rigged with sails and the old pioneer ice boat which was nothing more than a square box on iron runners. Some of the best "scooters" now in use on the Great South Bay were built by men who never did a stroke of boat building before. Some were built by boys. Anybody can build one, and the completed craft, sails and all, ought not to cost over \$100. They are the safest, the most compact, the easiest stowed, the most durable, and the greatest sport furnishing toys for their cost and size which the winter loving folks of the world have so far been introduced to. Let's get acquainted with them.

Imagine the bowls of two wooden spoons 15 feet long, with a width, or beam, of 4 to 5 feet. The upper wooden shell, which is the deck of the craft, is curved over from bow to stern and from one side to the other like the back of a turtle. The lower wooden shell is almost a duplicate of the upper one, which makes the craft almost flat bottomed. There is no keel or centerboard or opening of any kind on the bottom. There is a cockpit about 5 feet long and about 2 feet wide, around which runs a heavy combing 3 inches high and very solidly built. The runners of the craft are 20 inches apart, along 10 feet of the bottom, are

slightly rocked, 1 inch wide and $1\frac{1}{2}$ inch high. They are of steel or brass, the latter allowing of quick sharpening for races or hard ice.

The mast, set well aft, is about 10 feet in height, and the handiest rig is jib and mainsail, the latter either with boom and gaff or sprit. A small boom for the foot of the jib is customary, and in the handling of this jib is the whole secret of steering and managing the craft. The bowsprit should be large and project



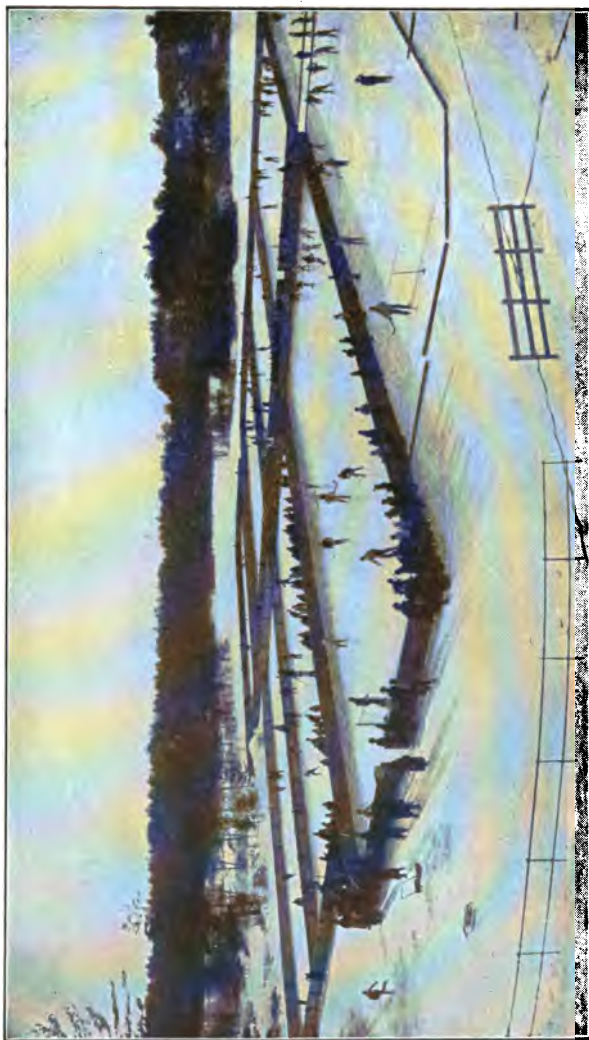
Great South Bay "Scooter."

about 3 feet beyond the hull. In many "scooters" the bowsprit is made removable so that larger ones may be substituted for changes in weather. The spread of sail in a "scooter" is lateral rather than high, and must be well astern since the canvas of the craft is all that is used to steer her, no rudder of any kind being used. A "scooter" of 10 foot mast will carry a mainsail having an 8 foot gaff and a 15 foot boom, with a leech of about 15 feet. The foot of the jib will be 7 feet and the leech the same, or slightly more.

The material used for the making of the "scooter" is generally pine and oak. Additional items of the equipment consist of a pike pole having sharpened ends and a pair of oars. Steering is done by a combination use of the jib, change in the location of the skipper or crew, and occasionally by the manipulation of the mainsail. By paying out the jib sheet and hauling in on the mainsheet, the "scooter" will come up into the wind like a fin keel water yacht; she will do this even more prettily if the weight of skipper or crew is moved slightly forward, throwing weight on the forward part of the runners. Like an ice yacht, the "scooter" does not sail well before the wind; one must tack before the wind as well as into it. Two is the customary crew, although three are sometimes carried.

Open water must be dived into exactly straight or an upset will occur. Manipulation of the mainsail and jib is most important at this critical point of sailing. To climb up from the open water onto ice again is easier for the "scooter" than one would believe who has not seen it. The weight of crew is shifted aft, there is a bit of helping with the sharp crook of the pike pole and off she goes over the smooth ice again.

The headquarters of the "scooter" interest is found in the vicinity of Patchogue, Long Island, N. Y., and the picturesque events run off there every winter draw thousands of New Yorkers. The most noted designer and builder of "scooters" is Henry V. Watkins, of Bellport, N. Y., on the Great South Bay, and the patron saint of the quaint new sport is the noted sportsman, raconteur and host, Captain Bill Graham, of The Anchorage, Blue Point, Long Island. The seeker after something novel in winter entertainment is strongly urged to make the acquaintance of the new sport of "Scootering" as practised here in Great South Bay, where the sport was born.



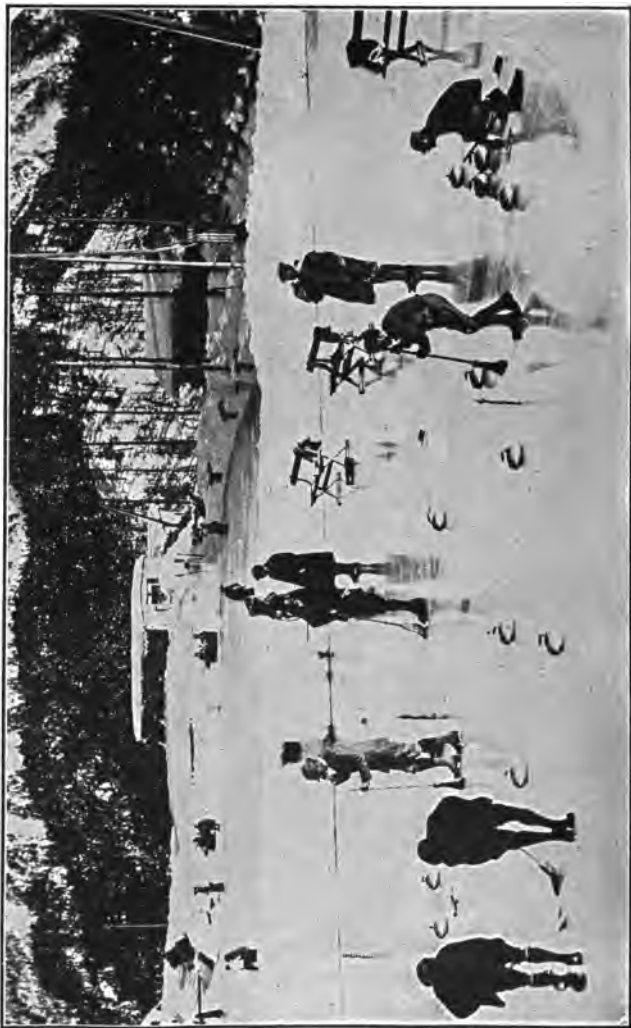
The Popularity of Hockey. Scene at a Large New England Preparatory School. Games are Going on Simultaneously in Nine Regulation Size Rinks.

CHAPTER VII.

HOCKEY, CURLING AND OTHER GAMES.

Hockey, played on ice, is one of the most fascinating and spectacular games so far devised by the sport loving people of the north. It owes its origin to the Canadians, and was probably a development of Indian games played between Indians and white men. Perhaps no winter sport of the day draws such crowds of spectators or rouses such enthusiasm as a Hockey match between two rival teams from nearby Canadian cities, and the beauty of the game lies largely in the fact that even without technical understanding of the rules, the spectators fully appreciate the spirited play. Hockey may be regarded as the Canadian national game, and it is spreading very rapidly throughout the northern part of the United States and among many of the winter sport centers of Europe.

A hockey field should be 112 feet in length by 58 feet wide. At the ends of this field goal posts, 4 feet in height and 6 feet apart, are erected. Teams consist of seven players each. The necessary implements for the sport are hockey sticks with long handles and flat curved blades, disks of vulcanized rubber called the "puck," 1 inch thick and 3 inches in diameter. The game is divided into halves of twenty minutes' duration each, with an intermission. The positions of the seven players are indicated by the names goal-tend, point, cover-point, rover, center, and right and left wings. The rules are very simple. Minor changes in them occur from season to season, and the latest, as published in the Spalding Athletic Library on Ice Hockey, should be consulted. There is penalty for off-side play, as in foot ball. Roughness which characterized the early history of the game has been almost entirely eliminated. Speed, endurance, judgment, and skill are now placed above strength, body checking, or interference. The best players of the day are the cleanest players, and are rarely injured or penalized. The game becomes faster



Curling on Pontresina Rink, Switzerland.

and more scientific every season, and team play increases over former individual play. Teams made up of women are organized among skating enthusiasts and there is increasing interest in active participation in this fine sport by the skilled women skaters of the Dominion and of American and Swiss skating centers.

The roarin' Scotch game of Curling seems steadily to hold its own in spite of its age, the competition of many new forms of winter entertainment and the fact that it is far from spectacular. Among experts, it is claimed that the game is actually increasing in popularity throughout the northern climes where winter means good ice and steady cold. There are over twenty-five affiliated clubs in the Grand National Curling Club of the United States, and in Canada there are many hundreds of clubs, some under royal patronage. The Royal Caledonian Curling Club, with King George V as its patron, is the leading organization.

A field of ice, which must be very smooth and 42 yards in



Ladies' Curling Club, Quebec.



Ladies Sledge Race and Bicycle Race, St. Moritz, Switzerland.

length by 10 yards in width, forms the curling ground. Concentric rings, 3 in number, being 2 feet, 4 feet and 7 feet from the center or tee, are drawn on the ice 38 yards from each other. A central line is drawn from tee to tee, also cross lines known as "hog scores," "sweeping scores," "back score" and "middle score." The "hog score" is placed one-sixth of the entire length of the playing field. The stones are of granite, highly polished, not over 44 pounds in weight, nor over 36 inches in circumference. There are two teams of four men each in a game and the absolute dictator of the play is the "skip," or leader, of each team. The "besom," or broom, plays a most important part in the game, for with it the speed of the stone may be increased or checked, and to a certain measure even the direction may be altered. With every stone played, a "head" is said to be completed, and an agreed number of "heads" constitutes a game.

To the young people of this day, whose lives have not brought them into contact with this ancient and quaint Scottish game, with a written history running back nearly a thousand years, Curling may seem to lack the elements of physical activity and athletic movement, but it makes up fully in the charming humors of the game, merry sallies of wit and picturesque turns of speech. Nor is the handling of 40-pound stones the child's play which the uninitiated may think.

The latest rules and records of the game will be found in the Spalding Athletic Library volume devoted to the game of Curling.

There are a number of interesting and sprightly games which can be played on an ice field in addition to Hockey and Curling. Every ocean traveler is familiar with the fun of shuffleboard as played on the Atlantic liners, and merely the suggestion of its usefulness as a winter sport is needed to bring it into its rightful place in winter sport programs. There are certain general customs in regard to playing the game which may or may not be followed. The very elasticity of the methods of play renders the game especially suited to those places where some sort of impromptu sport can be arranged in which everybody can take part.

Shuffleboard, as played on the ice, would best please everybody taking part in the game if made simple as to rules and equipment. The only necessary equipment consists of a set of wooden disks, about 4 inches in diameter and at least 1 inch thick, and the sticks for shoving the disks, which should be about 5 feet in length and furnished with a Y-shaped or half round end which may be part of the stick or fastened to it securely. The disks are shoved, not struck, from a standing position at each tee, toward the concentric circles marked on the ice at the other tee, or into one of nine squares marked out as a tee. These squares may be numbered with reference to the difficulty of their achievement with the disk. Squares of penalty, or "minus" squares are often placed in front. Two, four or more persons may play the game, partners may be chosen, and so little experience is required that everybody will join in. The tees should be anywhere from 25 to 50 feet apart, the distance being determined by the condition of the ice. Women become very expert at this thoroughly interesting winter pastime.

CHAPTER VIII.

CARNIVALS AND GYMKHANA SPORTS

Where winter is at all reliable, and snow and ice can be confidently counted upon in advance, no outdoor festival of the whole year will furnish such invariable delight as the winter carnival. There seems to be some unique quality about winter which stimulates to merriment and enthusiasm. It is something more than the scientific fact that one-seventh more oxygen is found in the cold air of winter than in the warm air of summer. The same group of young people will reveal in winter depths of fun and prankish tendencies unsuspected by any actions of the summer time. Staid matrons have been known to try the turkey trot on snowshoes who never tried it anywhere else; and contributing thereby entertainment which neither they nor their friends ever before suspected them capable of. Nobody stands about in wallflower pose when the winter carnival is on.

Canada started the world on the winter carnival. And then, because some of the thoughtless folks whom she desired as settlers and immigrants got the mistaken idea that Canada was a land of snow and ice, she suddenly dropped the thing. Now, with a better knowledge of her magnificent climate spread abroad over the world, she has sensibly gone back to the enjoyment of those delightful and exhilarating winter pastimes which no other people on earth know so well how to arrange and participate in, and she again welcomes the seeker after winter joys. There is inspiration and information for every lover of winter joys in even the briefest visit to the Dominion during the couple of cold months of the year. Perhaps the presence there of so much of the French gayety and vivacity reveals the secret of her wonderful success in the carnivals of winter.

But Canada is no longer the exclusive authority upon the enjoyment of winter. Switzerland, Norway, and some parts of the United States are but little behind in fostering the winter



Ice Gymkhana Games, St. Moritz, Switzerland.

carnival. It is an unquestioned truth that nowhere in the world is there larger interest in winter pastimes than in the United States.

Country clubs, outdoor organizations of all kinds, even groups of serious folks interested primarily in the betterment of the locality or the town in which they live, and in some few cases town governments themselves, are now aware of the delightful vacations which may be enjoyed by merely taking advantage of the local presence of cold weather and snow. On Long Island, New York State, in recent years there has been an illustration of this spirit to the extent of closing the schools when the big bob-sled races with the neighboring town take place, just as in sunny California the schools are often closed when snow falls in order to let the youngsters revel in its unusual beauty.

All a big winter carnival needs, given the right sort of winter, is a moving spirit. Let somebody start the thing and the expression of interest will be immediate, and support will be generous. The very novelty of the affair will attract attention and draw people. And once it has been successfully carried out there will be large demands for its repetition. The famous ice palaces of Montreal, with their accompanying picturesque carnivals, did not die for lack of interest or patronage; they were killed intentionally, because they carried a wrong impression to the balance of the world. In time they will be revived.

An ice palace sounds elaborate and difficult, but it need be neither. Blocks of ice or a foundation of a wooden structure upon which streams of water are played may be employed to create a structure big enough for the sport of attack and defense by armies on snowshoes and skis, carrying torches and burning red fire. Exceedingly interesting effects can be obtained at very slight expense, providing of course that the local weather man can be relied upon to furnish his part of the program.

There may be moonlight snowshoe tramps over the hills, snowshoe races where start and finish are in front of a grand-stand, or in the center of a rink, where folks can keep moving, ski races and ski coasting, skating exhibitions, costume skating with prizes for the best costume representative of winter; skating races, couple skating in fancy movements or speed contests,

fancy dancing on skates, individual and couple; parade of decorated sleighs, floats, sleds, or toboggans; parades of snowshoers, ski runners, and skaters in costume.

Any number of most interesting events can be run off on an ice field, such as hoop races, wheelbarrow races, potato races, snowshovel races, where the men drag the girls one-half the distance and the girls drag the men the other half; night-shirt races, where the girls aid the men to get into a night-shirt, the



Night-shirt Race, Gymkhana Games, Lake Placid Club, N. Y.

men skate a short distance and then the girls aid them to get out of the night-shirt; necktie and cigarette races in similar fashion; ski races, where the men or women are drawn by horses; snowshoe obstacle races, getting through a barrel, over a fence, climbing a rope ladder; toboggan races, in which two persons sit on the toboggan and propel it by hands or feet over the ice; and lanterns of all kinds everywhere, electric illumination, if it can be arranged, colored fire, torches, toboggans rigged with tiny batteries and carrying individual insignia and emblems, costumes similarly lighted, topped off by the moonlight.

CHAPTER IX.

HINTS FOR COUNTRY CLUBS.

There is no reason why the average country club of the northern part of the United States or Canada should close up shop and hibernate during the winter. Some few pioneering clubs have already demonstrated that there is as much interest in sports of the winter as in those of the summer, and they are keeping open house all the year round. Some of the methods which are employed to interest the membership and provide what that membership desires in the way of winter pastimes may be of value to other organizations.

A toboggan slide will interest a very large proportion of the membership and can generally be managed on such a basis as to pay for itself, or at least for its maintenance. This has been the experience of the famous Ardsley Country Club, Ardsley, N. Y., which even went to the extreme of bringing to its club a recognized tobogganning expert of Canada, who directed the construction of its slide, and manages the rental of the toboggans and the maintenance of the slide. Almost any hilly country is adapted to the erection of a toboggan slide, and with a slight artificial stand with which to create initial impetus, a fine slide can be arranged. In small towns and sparsely settled communities it is often possible to arrange with the authorities for the use of one of the roads for certain hours or certain days, and with the placing of watchers at cross roads some of the magnificent sport which Switzerland enjoys in the way of coasting ought to be possible. The Lake Placid Club in the Adirondacks starts its toboggan slide from the roof of the golf house, which offers a suggestion other clubs may care to follow. Wooden troughs can be erected to carry the slide across brooks or gulleys, then the natural resources of the ground and the snow utilized again. The famous Swiss runs are first banked with snow and then water, which is piped all along the run, is sprayed upon the



Famous Cresta Run, St. Moritz, Switzerland.

snow banks. There is tremendous side thrust to a heavily loaded toboggan or bob-sled going at great speed around a curve, and the construction of the slide should be strong and safe.

The construction of an ice rink is easy where there is either a small brook nearby or water piped to the vicinity. Tennis courts are often used as the foundation of ice rinks, and serve admirably, but the water must be drawn off at the first approach of spring or the field will remain soft for an uncomfortably long time. The better plan is to have a special field for the ice rink,



Toboggan Slide Started from Golf-house Roof. Lake Placid Club, N. Y.

lay clay foundation and make side walls of 8 or 10 inches in height. When the first cold weather comes spray the field with a fine rose spray flung high in the air so that it freezes immediately upon touching the ground. Do not flood any skating field unless you want shell ice, at least not in the vicinity of New York or any place of similar average temperature. Of course, where there is a running brook, the building of a low dam, often merely 2 or 3 feet in height, will serve to back the water up over lowlands and provide a very satisfactory skating field during steady cold weather. A flood-gate should be put in the dam, however, so as to raise the level at any time, and

thus create a new skating surface and get rid of the snow. **It** is most important that when snow has fallen on a skating field it must not be walk-ed over, since the hardened footprints will remain and form annoying lumps, even after the balance of the snow has melted. It is much better to remove all snow as it falls, however, unless the size of the field is too large. Skating on ice which has been formed by spraying onto clay bottom may begin when 1 inch of ice has been formed. Where ice forms over water, the following thicknesses are necessary for various



Improvised Toboggan Slide on Private Property.

weights: 2 inches will sustain a man or properly spaced infantry; 4 inches will sustain a horse; 6 inches will sustain crowds in motion; 8 inches will sustain men, carriages, and horses; 15 inches will sustain passenger trains. Ice which is disintegrated by the action of salt water loses nearly 50 per cent. of its sustaining strength. It is now generally calculated that the large free skating coming into popularity in this country, and known as the International style, requires a rink of about 25 by 50 feet for a dozen persons.

CHAPTER X.

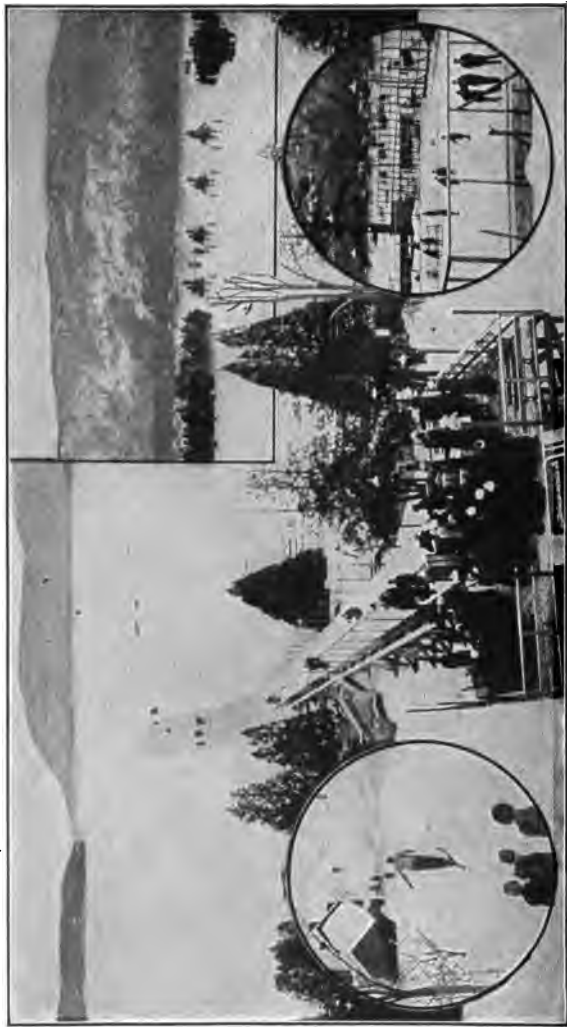
WHERE WINTER SPORTS ARE FOUND.

The number of places where winter sports are now made a special feature increases almost daily. Thanks to the success of the winter resorts of Switzerland, the United States and Canada are now providing splendid opportunities for winter outings by opening up many summer resorts well suited to winter entertainment, and the sports then so popular. When the American takes up any form of sport he generally takes it up with enthusiasm, and this seems to be the fact with reference to the new winter sports.

Among the large country clubs that of Ardsley, N. Y.; Tuxedo, N. Y.; Brookline, Mass., and Lake Placid, N. Y., have made immediate and tremendous success of the innovation, although the Lake Placid Club is something more than a local country club, since it has members all over the world and offers hospitality even to non-members who are properly introduced. This club was the pioneer club in this country in winter entertainment of its members and their friends. Saranac Lake, also in the Adirondacks, is a now famous winter resort. The magnificent new Fort William Henry Hotel, Lake George, N. Y., keeps open all winter with a large patronage of winter sport enthusiasts. This location, like that of the Lake Placid Club, offers the peculiar advantage of lake sports, such as ice yachting, trotting races on the ice, fishing through the ice, etc. The Fort William Henry Hotel is so near to the great centers of metropolitan population that many New Yorkers make the habit of spending the week-end there during the entire winter.

New England furnishes a large group of winter sport headquarters. The famous Appalachian Mountain Club is located in Boston, and the winter outings of this club have had much to do with the growing popularity of the new national habit. One of the nearest famous winter resorts to Boston is the superb

745464 A



Toboggan Slide, extending into Lake; Trotting Race; Ski Jumping; Ice Hockey.
WINTER SPORTS AT FORT WILLIAM HENRY HOTEL, LAKE GEORGE, N. Y.

Poland Springs House, Poland, Maine, which has but recently caught the spirit of this new thing and already features winter entertainment of guests as one of its most important departments. Few houses on the continent are better equipped to comfortably care for critical guests in winter, for few houses have entertained so many critical and aristocratic guests in summer.

There are over 25 hotels and resorts in the White Mountains of New Hampshire that keep open house now all winter, ranging from the cosy little inns which are the summer rendezvous of the mountain lovers to the great caravansaries at Bretton Woods, famous the world over for the luxury and elegance of their equipment and service. Some of the more important of these resorts are the Park View, Bethlehem, N. H.; Mount Madison House, Gorham; Gray's Inn, Jackson; Lancaster House, Lancaster, and other houses on Lakes Winnepesaukee and Sunapee, New Hampshire. The famous Woodstock Inn, Woodstock, Vermont, has met the demand for winter accommodations and several of the finest of the Rangeley Lakes houses in Maine.

Canada remains the real home of the winter sport enthusiast. It is here that winter is reliable and permanent. Montreal no longer has the ice palace and the carnival, but the winter spirit is still there as buoyant and as stirring as ever. Quebec makes a feature of her winter life and maintains a long list of special winter attractions.

One of the most attractive of the winter sport centers of Canada is the Highland Inn, Algonquin National Park, among the Highlands of Ontario. Elaborate plans are being made to create a permanent winter rendezvous in this magnificent region. St. Agathe, not far from Montreal, is yearly the scene of much winter merry-making and some of the best coasting to be had anywhere. The latest news from the Dominion is to the effect that the string of unrivalled hotels and resorts of the Canadian Rockies will soon keep open house every winter. Glacier and Field, in British Columbia, have been the winter rendezvous for many experienced travelers for several years and are always open, while the chateau at Lake

Louise, probably the most beautifully located hostelry on this continent, although now closed in winter, will be fitted to accommodate guests during the cold months of the year. No section of the continent more accurately typifies the Swiss winter resorts than this part of the Canadian west.

The great winter resorts abroad are Davos and St. Moritz in Switzerland, with Grindelwald fast coming to the front, and some of the new places in the Tyrol bespeaking the privilege of a visit that their charms may be compared with the older places.

CHAPTER XI.

HUNTING ON THE SNOW.

For the sportsman who seeks a winter outing in which he may do hunting of some kind, there are many interesting places. If he is of the new generation of hunters who carry the camera rather than the rifle he may start his quest in the nearest city park and have rare sport indeed. In the city of New York, and many places of similar latitude, the squirrels do not den up but remain active, foraging about for food and sport all winter. They make splendid models for the camera enthusiast, and are much tamer in winter than in summer, as well as much easier to photograph, owing to the absence of leaves.

The real hunter of wild animals, he who uses barrel of steel and wants something more than a picture as evidence of his prowess, can find excellent sport after the fox, the hare, the moose, and the wolf. Most of the northern United States provides some form of hunting all winter for the man who loves the great white silences. In sections of Wisconsin and Michigan there is royal sport in seeking the grey or timber wolf, probably the most destructive wild creature roaming this continent today, and responsible for the decimation of the wild life of the continent more than all the hunters together multiplied by ten. The United States Government has recently published information concerning the damage to live stock and wild game done by the timber wolf which ought to start every user of a rifle or shot-gun after the "varmint" post haste. Here is new and difficult game which is worth hunting; it is wary above almost any creature of the wilds, increasing in numbers all over the continent and doing damage which is almost unbelievable.

No more picturesque outing could be imagined than a wolf hunt on snowshoes. Canada furnishes opportunity for some fine sport in this new hunting, and the writer, who was a member of a wolf hunting party on snowshoes a few years ago, votes the

experience the most entertaining and picturesque event he ever participated in. The fact that after three weeks of strenuous hunting, the party, which contained some expert guides and hunters, secured but three wolves, and these largely by accident, indicates the difficulty of the work, but by no means reveals its fascination or novelty. For the man who wants a very different sort of hunting from any that he has so far experienced, a snowshoe hunt for wolves is strongly to be recommended.

The best places for a wolf hunt in winter in the United States will be found in the northern part of Michigan. The best places in Canada will be found in the vicinity of Kipawa, or north from Desbarats, or on the edges of Algonquin National Park, all in Ontario. Guides and trappers can be found in all these places who will be glad to accompany the hunters for reasonable fees. If the snow is very deep the wolves can sometimes be run down by a good snowshoer. Poison is effective if carefully placed. Traps rarely deceive these wise beasts. But conditions alter the hunting so completely that it is impossible to say what method will prove effective in advance. It is the most novel, and in some respects the most interesting hunting available to the sportsmen of this country. And when it is remembered that the quarry is the enemy of wild game, and not the game itself, that every successful hunt just so much multiplies the supply of wild game now rapidly becoming extinct on this continent, its interest is tremendously increased.

Real Esquimo equipment, or that suited to polar life, is needed for this unique form of winter hunting. To go unprepared is to invite disaster. The heaviest form of clothing used in the coldest latitudes of the continent are the right things to take and to wear. Wool underclothing, strong hard-woven wool outer clothes, heavy sweaters, wool helmets that pull down over ears and face, wool gloves over which wool mittens are drawn, and the heaviest of wool socks, at least half a dozen pairs, will be found the foundation of the right equipment. Small caliber rifles, .25-36 Marlin or Winchester, or the new automatic Remington of small caliber, with a side arm in the form of an automatic Colt's pistol of .38 caliber, are recommended.

CHAPTER XII.

GENERAL HINTS, EMERGENCIES, PHOTOGRAPHY, ETC.

Perhaps in no outing of the year will the confidence and assurance of the beginner bring such unfortunate punishment as in the winter cruises over the snow and in the cold. Neglect of the simple precautions which the expert has learned to regard as absolutely necessary may bring trouble, not merely to the individual, but to the entire party. It is no small trial to find that, because some over-confident amateur has rushed off on the trip with insufficient preparation or equipment, the entire plans of the party must be changed, or perchance the individual himself become the ward of the group. A severe frost-bite, a shoe too tight, an ill fitting binding of snowshoe or ski, a broken snow implement—these are generally things which can be avoided with a little anticipation and forethought. It is no joke to attempt to guide or carry home some husky amateur who has paid the penalty of foolhardiness by starting out ill-equipped; nor is it pleasant to be left alone by a sputtering fire in the heart of the snow laden woods while somebody strains every nerve to get help. One such experience will cure anybody, and it will also break up a pleasant outing and some of its friendships.

The best plan on all winter outings which take the party any considerable distance from headquarters is to select and appoint a captain known to be familiar with the work in hand. His opinion should be final. He should even have the authority to refuse a place in the party to those who are not properly equipped. This is the custom among many of the oldest and strongest winter sport organizations of the country, whose winter outings increase in popularity and interest every year.

It is important to keep tally of the number of persons in the party and to "count noses" occasionally, especially where the going is bad and when teams are taken for the return trip or for distant points. In laying out trails, care should be taken

to leave marks indicating any possible deviation in the route, either by arrows drawn in the snow, paper stuck in a split stick and stood up in the trail, snow mounds, or broken branches laid across the trail not to be followed. In snowshoe work the leader should adapt his stride to the shortest member of the party. In hill climbing he should make short steps, and the following members of the party should place their snowshoes accurately in the first track so that the steps do not become ragged and useless. Among the valuable items of the equipment, for either individuals or parties, are maps of the country, a compass, drinking cups, matches, knife, extra length of rawhide for possible repairs, safety pins, length of strong rope wound around some member as a belt. A folding candle lantern will often be very useful.

It is not always agreeable to make an extended stop for lunch, and many of the most enthusiastic winter cruisers carry only such lunch as can conveniently be eaten while en route. Shelled nuts, raisins, sweet chocolate, triscuit, malted milk tablets, and crackers, are some of the best quick rations. Snow should not be eaten. If thirsty, a few raisins, lime tablets or even a bit of lemon eaten with a little snow may be used.

Frost bite is the special thing to guard against in most amateur winter outings. It occurs with so little warning that the best plan is for each member of the party to watch the faces and ears of others in the party and give warning. The presence of a white spot should immediately be called attention to, and remedies applied. The first aid in this case is brisk rubbing with a woolen mitten, or glove, on which fresh snow is placed. In the case of frozen parts keep in the cold air and apply only cold treatment such as snow and very cold water until color and sensation return, when warm applications may be gradually used. Vaseline or any other greases should be applied after the frozen part has been brought to normal appearance.

The continued use of snowshoes when the snow is very deep and heavy may bring on the Mal de Raquette, most dreaded of all the winter troubles of the far north. It is caused by unusual and severe strain upon the muscles of the lower leg. The

veins become clotted by overheating and the blood is kept in the lower extremities. Sometimes the limbs swell to two or three times the normal size and turn black. The premonitory symptoms of this very serious trouble are numbness of the limbs, lassitude and exhaustion. The remedy is to bare the legs to the skin, jump in the snow and stay there until the pain is unbearable, then rub the legs upward, toward the heart, until the flow of blood sets in. When symptoms are slight, the men of the north content themselves with elevating their feet and legs above the level of their heads as they lie and smoke, in which position the blood flows back into the body.

Snow-blindness is frequent among the habitual outdoor folks of the north and should be guarded against by amateurs. There is no glare in all the year so severe as the glare of the sun from ice and snow. In Switzerland, in midsummer, the glacier travelers apply burnt cork to their faces, not merely to avoid sunburn but also to save the eyes. Automobile goggles are an excellent addition to the winter equipment, or smoked glasses, which should be fastened with a cord to the person. In case neither of these things are at hand, and the glare of the sun seems likely to cause trouble to any member of the party, a very simple prevention consists of a bit of flat wood, roughly whittled into the shape of goggles, and in the middle of which a narrow slit is cut. These are the Indians' snow-goggles.

No winter outing is complete without a photographic record of its interesting episodes. From the snowshoe tumble, which is so excruciatingly funny—to the other folks—to the tracks of wild creatures in the snow, there ranges every form of pictorial possibility. The equipment, however, should be light, simple and carried in waterproof and snowproof case. A box Kodak of set focus is always ready, and has many advantages. The postal size folding camera crowds it close in winter value and has scenic uses the cheap instrument lacks. One should remember that at no time of the year is there so much white light as in a mid-winter noon, and that the early day and the late day have deceptively small amount of white light.

ACCEPT NO
SUBSTITUTE

THE SPALDING  TRADE-MARK

GUARANTEES
QUALITY

SPALDING SNOWSHOES

We have the best and most practical line of snowshoes made, durable and neat in appearance. Just the thing for healthful outdoor amusement and tramping in winter.

Spalding Improved Expert Line

Very highly finished. Shoes are filled with cowhide and all the wood part varnished.

No. 40. Men's. Size 14 x 46 inches. Flat, broad toe, extra strong. Pair, **\$6.50**

No. 45. Women's. Size 12 x 42 inches. Similar to No. 40, but narrower and lighter. Pair, **\$6.50**

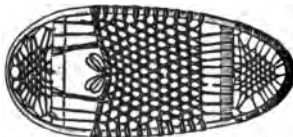
No. 50. Men's. Bear Paw style. " **6.50**

The above prices include No. G Sandals, listed below. If sold without sandals an allowance of 75 cents is made.

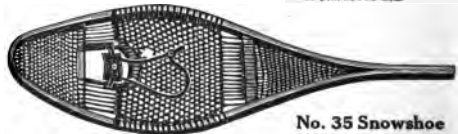


No. 40 Snowshoe
Complete with
No. G Sandal and
showing Moccasin

Illustrating method
of fastening with
No. G Sandal
and showing
Moccasin



No. 50. Bear Paw Snowshoe



No. 35 Snowshoe

Spalding Regulation Snowshoes

No. 6. Boys. Size 9 x 29 inches. Pair, **\$3.50**

No. 8. Boys'. Size 10 x 33 inches. " **4.00**

No. 10. Youths'. Size 11 1/2 x 36 inches. " **4.50**

No. 20. Ladies'. Size 12 x 42 inches. " **5.00**

No. 35. Men's. Size 14 x 42 inches. " **6.00**

The above prices include No. G. Sandals, listed below. If sold without sandals an allowance of 75 cents is made.

Spalding Snowshoe Sandals—Separate



No. GS Sandal

No. GS. Experts' sandal. Stongest oil-filled leather obtainable. Pair, **\$1.25**

No. O. Regulation style. Soft, oil-tanned leather. " **1.00**

No. G. Simple and effective. " **.75**

Lampwick Thongs, extra quality, good length. " **.25**

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE-MARK

Spalding "Red Tip" Experts' Skis

The Universal American and Canadian Ski

Made in accordance with the latest ideas of the most expert ski men, of the best ash obtainable and with grain running to the back so as to offer no resistance. Have special design adjustable foot straps, as illustrated, with corrugated rubber or zinc tread, and bottoms of skis are grooved. With the special adjustable fastening used on Spalding "Red Tip" Skis it is possible to keep them always well tightened—no danger that they will work loose at the most critical time.

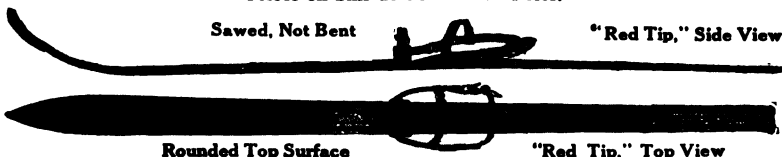
"Red Tip"—Flat Top Surface

- No. 75. Sawed, not bent; expert harness; 75 inches; either zinc or rubber tread; natural color finish or walnut stain. . . . Pair, \$7.50
 No. 84. As No. 75, but 84 inches. " 8.00
 No. 90. As No. 75, but 90 inches. " 8.50

"Red Tip"—Round Top Surface

- No. 175. Top surface rounded, instead of flat. Otherwise same as No. 75. . . . Pair \$8.50
 No. 184. As No. 175, but 84 inches. " 9.00
 No. 190. As No. 175, but 90 inches. " 9.50

Prices on Skis do not include Poles.



Regulation Skis

Made of ash, under careful supervision; walnut stained, strong harness of webbing; broad toe, narrow heel strap, rubber tread.

- No. 260. 60 inches. . . . Pair, \$3.00
 No. 275. 75 inches. . . . " 3.50
 No. 384. 84 inches. . . . " 4.00
 No. 290. 90 inches. . . . " 5.00



Method of Fastening Regulation Ski

Standard Skis

These skis are of ash, cherry stained, webbing foot strap and rubber tread. An excellent article at the price offered.

- No. 348. 48 inches. . . . Pair, \$1.00
 No. 360. 60 inches. . . . " 1.75
 No. 372. 72 inches. . . . " 2.50



Method of Fastening Standard Ski

Spalding Ski Poles—Separate

- No. BP. Length, 4½ feet. Bamboo, improved spikes and fittings. Leather wrist strap. Each, \$1.00
 No. 4P. Bamboo pole with lampwick wrist strap. Each, 50c.



No. BP

Harness for Skis

- No. 1. For Nos. 75 to 190, inclusive, complete with toe irons. . . . Pair, \$3.50
 Above, without toe irons. . . . 2.50
 Separate toe irons with leather facings for No. 1 harness. . . . Pair, \$1.00
 No. 2. For Nos. 260 to 290, inclusive. 1.00
 No. 3. For Nos. 348 to 372, inclusive. .60

Ski Boots

No. XG. Leather stuffed with oil and grease makes this boot as near water-proof as it is possible to make any leather. Sole is strong and with correct degree of flexibility; heel concave, a new feature that serves to keep strap in place. Pair, \$6.00

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 3, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

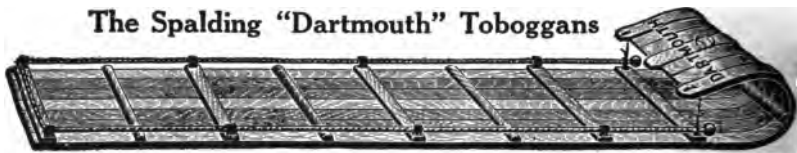
THE SPALDING



TRADE-MARK

GUARANTEES
QUALITY

The Spalding "Dartmouth" Toboggans



The "Dartmouth" Toboggans are made with wood runners of special design placed so that toboggans are equally suitable for either snow or ice slides. Sides are extra heavy to prevent chipping, hoods reinforced inside with wooden cross piece and secured with rawhide thongs. Continuous rope held with rawhide loops. Guaranteed best quality throughout.

No. A. 8 ft. long. Ea., \$13.00 No. B. 7 ft. long. Ea., \$12.00 No. C. 6 ft. long. Ea., \$11.00

The Spalding "Victoria" Toboggans



The "Victoria" latest Canadian model, has runners of special design. Made of carefully selected ash, with improved hood, and rope secured with rawhide.

No. G. 5 ft. long. Each, \$7.50 No. E. 7 ft. long. Each, \$9.00
No. D. 6 ft. long. " 8.50 No. F. 8 ft. long. 10.00

The Spalding "Franklin" Toboggans



To meet the demand for a toboggan of good quality, at a moderate price, we have introduced our "Franklin" style. Hood is held in place with leather thongs, and side ropes are well secured.

No. 2. 5 ft. long. Ea., \$4.50 No. 3. 6 ft. long. Ea., \$5.00 No. 4. 7 ft. long. Ea., \$5.50

Spalding Toboggan Cushions

Well padded and nicely tufted. Covered with special quality brown canvas. Leather straps for attaching to toboggans.



3½ feet long, for 5-foot toboggans. Each, \$2.00
4½ feet long, for 6-foot toboggans. " 2.50
5½ feet long, for 7-foot toboggans. " 3.00
6½ feet long, for 8-foot toboggans. " 3.50

Spalding Toboggan Toe Caps



Heavy leather, with reinforcements riveted on side. Laced at top, well made. . Each, \$2.00

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE-MARK

GUARANTEES
QUALITY

OIL-TREATED AND BUCKSKIN MOCCASINS



For snowshoeing, skiing, tobogganing and general winter use in the United States, waterproof oil treated moccasins will be found necessary, but in very dry, extremely cold weather, such as zero or below, when the snow does not melt much, the buckskin moccasins, our No. DP, may be preferred for their softness and ease. Experienced snowshoe users almost invariably carry both oil treated and buckskin moccasins and adapt their foot gear to the weather.

Spalding Oil Treated Moccasins

The Spalding Oil Treated Moccasins are made of oiled calf, thoroughly stuffed with oil and grease, making it as near waterproof as it is possible to make any leather and, as it is not tanned in hot liquor, will not break if kept away from the fire.

No. 14. High Boot, 14 inches from sole to top; full bellows tongue; plain bottom of selected stock; comfortable last. Nothing better for all around use. Will protect legs from brush and sticks, doing away with necessity for leggings. Sizes 6 to 11, inclusive. Pr., \$6.00

No. 14



No. 7. Similar to No. 14, but only 7 inches high, and made with full strap at back. This style is also very popular for boating, camping, etc. Very light and durable. Sizes 6 to 11, inclusive. . . . Pair, \$4.00

No. 7B. Same as No. 7, but sizes 3 to 6, inclusive. Pair, \$3.00

No. 7

Leather Moccasins

For Indoor or Camp Use
No. 1. Neat style. Blucher cut, with leather sole and spring heel. Sizes 3 to 11, inclusive. Pair, \$3.25

Buckskin Moccasins

No. DP. Soft and easy fitting. Bellows tongue. Well made. Sizes 3 to 11, inclusive. . . . Pair, \$3.25

Spalding Camp Moccasins

No. 3. Special soft chrome leather; very comfortable and durable. Sizes 6 to 11, inclusive. Pair, \$2.50

No. DP



No. 9. High cut. Chrome leather. Sizes 6 to 11, inclusive. Especially adapted for snowshoe purposes. Pair, \$4.50

No. 9



Spalding
Oil Treated Boot
Special Style for
Skiing and
Tobogganing

No. 105 Boot. 10 1/2 high, with thick sole and full heel; comfortable last, and really the most sensible for gear for skiing and tobogganing particularly. Sizes 6 to 11 inclusive. Pair, \$6.00

No. 105



No. 1



No. 3

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE MARK

GUARANTEES
QUALITY

SPALDING "SALCHOW MODEL" EXPERT FIGURE SKATES

Ulrich Salchow, world's champion figure skater, uses a model skate that is recognized universally as the best in every particular for figure skating. This skate, which A. G. Spalding & Bros. have the exclusive right to market in the United States and Canada, is made in Sweden under Mr. Salchow's personal direction. Every pair positively passes under his own inspection.



No. SR Figure Skate. Men's. Salchow Model.

No. SR. Two-stanchion skates, special welded construction, giving the absolute rigidity required in a figure skate for expert use. Best quality Swedish steel, specially tempered blades. Round toes, with special teeth. Sizes 9½, 10, 10½, 11, 11½, 12 inches.....Pair, \$15.00

No. SR Figure Skate, Salchow Model, attached to Spalding No. 300 Shoe for Men. Complete Outfit, Skates and Shoes. Pair, \$25.00

The Salchow mark will be found upon every pair of Spalding Nos. SR and SRL figure skates.



No. SRL Figure Skate, Salchow Model, attached to Spalding No. 310 Shoe for Women. Complete Outfit, Skates and Shoes. Pair, \$25.00



No. SRL Figure Skate. Women's. Salchow Model.

No. SRL. Similar style to No. SR, but made slightly lighter and in women's sizes. Two stanchions, round toes, special teeth. Sizes 8½, 9, 9½, 10, 10½ inches.

Pair, \$15.00

A. G. Spalding & Bros. have the exclusive right to market the genuine "Salchow Model" Figure Skates in the United States and Canada,

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 3, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

PT NO
STITUTE

THE SPALDING



TRADE MARK

GUARANTEES
QUALITY

SPALDING "CHARLOTTE" MODEL FIGURE SKATES



Showing No. CT "Charlotte" Skate attached to Spalding No. 310TK Shoes. Complete, Pair, \$37.00



Genuine "Charlotte" Skates of her latest patented model are manufactured by A. G. Spalding & Bros. The premier woman figure skater of the world wears Spalding made skates exclusively, and she has given us exclusive permission to stamp her Trade-Mark on the special "Charlotte" (Reg. U. S. Pat. Off.) Model Figure Skates which we supply to our customers.



The most graceful and altogether satisfactory woman's figure skate ever manufactured.

No. CT. "Charlotte" Model Figure Skates for women, patented design, special treated Synthloy steel, extra special finish, polished, nickel-plated and buffed. Sizes 8½, 9, 9½, 10, 10½ inches.....Pair, \$15.00

We recommend following skate shoe combinations:

No. CT. "Charlotte" Model Skates attached to No. 310TK (tan kid) Shoes, complete.....Pair, \$27.00



The Spalding "Charlotte" Model Figure Skate

Is the style "Charlotte," who is now on tour of the United States with her ice skate ballet, wears exclusively.

No. CT. "Charlotte" Model Skates attached to No. 310 Shoes, complete.....Pair, \$25.00

We can supply also, but only on special order—not carried in stock.

The "Charlotte" Figure Skating Outfit, consisting of No. CT "Charlotte" Model Skates attached to Special No. 310W White Calf Shoes, (No. 310W Shoes are not recommended for any but rink and exhibition figure skating) outfit, complete. Supplied on special order only....Pair, \$30.00

SPECIAL NOTE. No. 310TK Shoes are similar model to our No. 310 Women's Black Kangaroo Figure Skating Shoes, which are worn now by practically every expert woman skater in this country. The No. 310TK in tan kid, but similar model to the No. 310, we believe provides a most pleasing variation, and in combination with the "Charlotte" Model Skate makes a really wonderful outfit in every respect.



Front View of Above Outfit

PROMPT ATTENTION GIVEN TO ANY COMMUNICATIONS ADDRESSED TO US

A. G. SPALDING & BROS. STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES SEE INSIDE FRONT COVER OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



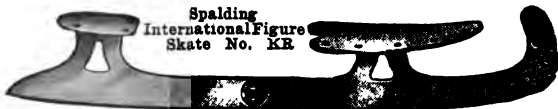
TRADE-MARK

GUARANTEES
QUALITY

SPALDING INTERNATIONAL FIGURE SKATES

FOR RINK AND FANCY SKATING

No. **KR**. For men. Correct model figure skates. Blades of special treated Synthloy steel, hardened and tempered, very special polished, nickel-plated and buffed. Plates extra finely polished, nickel-plated and buffed. Sizes 9½, 10, 10½, 11, 11½, 12 inches.....Pair, **\$7.50**
No. **KRL**. For women. Otherwise same as No. **KR**. Sizes 8½, 9, 9½, 10, 10½ inches.....Pair, **\$7.50**



Spalding International Figure Skating Outfits for Men

No. **KR300**. Consisting of No. **KR** Figure Skates attached to Spalding Special Figure Skating Shoes No. 300, for men.

Price complete, **\$17.50** Pair

No. **KR336**. Consisting of No. **KR** Figure Skates attached to Spalding Skating Shoes No. 336, for men. Price complete, **\$13.50** Pair

Spalding International Figure Skate No. **KR** fastened to Spalding Shoe No. 300 for Men. Complete Outfit Skates and Shoes. Pair, **\$17.50**

Spalding International Figure Skating Outfits for Women

No. **KRL310**. Consisting of No. **KRL** Figure Skates attached to Spalding Special Figure Skating Shoes No. 310, for women.

Price complete, **\$17.50** Pair

No. **KRL110C**. Consisting of No. **KRL** Figure Skates attached to Spalding Special Figure Skating Shoes No. 110C, for women.

Price complete, **\$15.50** Pair

No. **KRL110K**. Consisting of No. **KRL** Figure Skates attached to Spalding Special Figure Skating Shoes No. 110K, for women. (Note. No. 110K shoes are similar to No. 110C but of black glazed kid instead of pearl chrome leather.)

Price complete, **\$15.50** Pair



Spalding International Figure Skate No. **KRL** fastened to Spalding Shoe No. 110C for Women

Complete Outfit Skates and Shoes. Pair, **\$15.50**

prompt attention given to
any communications
addressed to us

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE-MARK

GUARANTEES
QUALITY

SPALDING *Continental* FIGURE SKATES FOR RINK AND FANCY SKATING



Spalding Continental Figure Skate No. CR

Spalding Continental Figure Skate No. CR fastened to Spalding Shoe No. 350, for Women. Complete Outfit, Skates and Shoes. Pair, \$12.00

No. CR. For men or women. Correct model Figure Skates. Blades of Synthite steel, hardened and tempered, very special polished, plated and buffed. Plates finely polished, plated and buffed. Sizes 8½, 9, 9½, 10, 10½, 11, 11½ inches Pair, \$6.00

We recommend following skate shoe outfits:

Men's Outfit

Including No. CR Skates and No. 336 Shoes. Complete, attached. Pair, \$12.00

Women's Outfit

Including No. CR Skates and No. 350 Shoes. Complete, attached. Pair, \$12.00

SPALDING *Carnival* FIGURE SKATES FOR RINK AND FANCY SKATING



Spalding Carnival Figure Skate No. HR

Showing Spalding Carnival Figure Skate No. HR fastened to Spalding Shoe No. 332, for Men. Complete Outfit, Skates and Shoes. Pair, \$9.00

No. HR. For men and women. Correct model Figure Skates. Blades of Laminar steel, hardened and tempered, extra finely polished, plated and buffed. Plates polished, nickel-plated and buffed. Sizes 8½, 9, 9½, 10, 10½, 11, 11½ inches.. Pair, \$5.00

We recommend following shoe outfits:

Men's Outfit

Including No. HR Skates and No. 332 Shoes. Complete, attached. Pair, \$9.00

Women's Outfit

Including No. HR Skates and No. 330 Shoes. Complete, attached. Pair, \$9.00

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

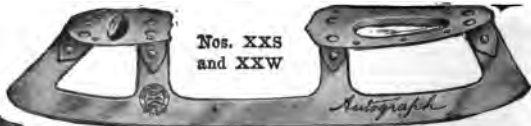
A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

SPALDING *Autograph* HOCKEY SKATES

Two styles, No. XXS with splayed blades and No. XXW with wide blades 5-32 inch. Both are of special treated Synthloy steel, hardened and tempered, very special polished, nickel-plated and buffed. Plates and other parts all extra finely polished, nickel-plated and buffed. Sizes 9½, 10, 10½, 11, 11½, 12 inches.



No. XXS. Spalding "Autograph" Hockey Skates. (Extra Expert Quality Hockey.) Splayed blades.....Pair, \$7.50

No. XXW. Spalding "Autograph" Hockey Skates. Wide blades, 5-32 inchPair, \$7.50

Price for No. XXS or No. XXW Skates, including Spalding No. 339 Shoes. Complete, attached. Pair, \$12.50

No. XXS or No. XXW "Autograph" Hockey Skates fastened to Spalding Shoes No. 339. Complete, Pair, \$12.50

SPALDING *Intercollegiate* HOCKEY SKATES



Blades are of Synthloy steel, hardened and tempered, very special polished, plated and buffed. Plates extra fine polished, plated and buffed. Sizes 9 to 12 inches.



No. XHN. Spalding "Intercollegiate" Expert Hockey Skate.

No. XHN. Spalding "Intercollegiate" Expert Hockey Skates. Narrow blades, 3-32 inch.....Pair, \$5.00

No. XHW. Same as No. XHN, except wide blade, 5-32 inch....Pair, \$5.00

"Intercollegiate" Hockey Skates No. XHW fastened to Spalding Shoes No. 370, for Women or Girls. Complete, Pair, \$10.50

We recommend following Skate Shoe Outfits:

Men's "Intercollegiate" Hockey Outfit. Including either No. XHN or No. XHW Skates, and No. 339 Shoes. Complete, attached.....Pair, \$10.00

Women's "Intercollegiate" Hockey Outfit. Including No. XHW Skates and No. 370 Shoes. Complete, attachedPair, \$10.50

SPECIAL NOTICE. Above skates are built to be used on Men's Shoes No. 339, or Women's Shoes No. 370, or some other style made similarly. They cannot be used to good advantage on ordinary street shoes, nor with heavy skating shoes made with full heels.

LIST OF STORES
MIGHT COVER
A BOOK

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE-MARK

GUARANTEES
QUALITY

SPALDING TUBULAR STEEL RACING SKATES

Blades made of special Swedish steel, hardened and tempered, tapered from 1-16 inch at the toe to 1-32 inch at the heel. Toe and heel plates made of best partly hardened steel, left full size, so they can be cut to fit shoe. Furnished in two lengths of blades, 14½ and 15½ inches. Foot plates arranged to fit small, medium or large size shoe. Specify size of shoe worn, also length of blade required. Built for use with light racing shoes, No. 337 preferably. Our guarantee will not cover if heavy hockey or skating shoes are used.

On Special Orders we will supply the 14½-inch Tubular Racing Skates with Toe and Heel Plates arranged to fit Women's or Boy's Shoes.

Used by the Champion Speed Skaters in All Their Races.



Spalding Tubular Racing Skate, No. TRN or No. TRB attached to Spalding No. 337 Shoe.



No. **TRN**. Spalding Tubular Steel Racing Skates, polished, Nickel-plated and buffed.

Pair, **\$9.00**

No. **TRB** Skates, including No. 337 Shoes, attached.

Pair, **\$14.50**

No. **TRB**. Spalding Tubular Steel Racing Skates, aluminum finish. Pair, **\$8.00**

No. **TRB** Skates, including No. 337 Shoes, attached.

Pair, **\$13.50**

SPALDING TUBULAR STEEL HOCKEY SKATES



Showing No. TH Spalding Tubular Hockey Skate attached to Spalding No. 339 Shoe.



We have been manufacturing Tubular Hockey Skates now for eleven years, each year putting in some new improvement for the benefit of the hockey player. Runners of special treated Synthloy steel, hardened and tempered, very tough and absolutely the best obtainable for the purpose. Sizes 9½, 10, 10½, 11, 11½, 12 inch foot length.

No. **TH**. Spalding Tubular Steel Hockey Skates. Aluminum finish. Pair, **\$7.00**

No. **TH** Skates, including Spalding No. 339 Shoes, complete, attached. Pair, **\$12.00**

PROMPT ATTENTION GIVEN TO ANY COMMUNICATIONS ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES SEE INSIDE FRONT COVER OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE-MARK

GUARANTEES
QUALITY

SPALDING SPECIAL SKATE SHOE OUTFITS



For Men and Boys

No. 557. Shoes in this outfit have full heels and are of good quality black calf. Skates are our regular No. XS "League Hockey."

Pair, \$10.00



For Men and Boys

No. 558. Shoes in this outfit have full heels and are of good quality black calf. Skates are our regular No. CR Continental Figure Skates.

Pair, \$10.00



For Women and Girls

No. 556. Shoes in this outfit have full heels and are of good quality calf in either tan or black (mention which is desired when ordering). Skates are our regular No. HR Carnival Figure Skates.....Pair, \$10.00



For Women and Girls

No. 559. Shoes in this outfit have full heels and are of good quality calf in either tan or black. (Mention which is desired when ordering.) Skates are our regular No. RRL "American Model" figure skates.....Pair, \$15.00

Above outfits are carried in stock, complete, with skates attached to shoes. As it is a special offer, shoes cannot be furnished separately.

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE-MARK

GUARANTEES
QUALITY

SPALDING *St. Nicholas* SKATE AND SHOE OUTFITS

Skates included in these special outfits are Spalding Combination model, equally suitable for either hockey, rink or general skating with blades of Hykarbon steel, hardened and tempered, extra polished, nickel-plated and buffed. As it is a special offer, skates and shoes in outfits listed below, cannot be furnished separately.



For Men
and Boys



For Men
and Boys

No. 554. Supplied in all sizes up to 11½-inch skates. Shoes in this outfit are with heels, good quality black calf, substantially made. Pair, \$5.00

No. 553. Supplied in all sizes up to 11½-inch skate. Shoes in this outfit are without heels, good quality black calf, well made....Pair, \$5.00



For Men
and Boys



For Women
and Girls

Outfit Nos. 552 and 551

No. 552. Supplied in sizes larger than size six shoes, and including size 11½-inch skate, attached. Shoes in this outfit are without heels; black calf.....Pair, \$4.50

No. 551. Supplied in sizes up to size six shoes only, with skates to fit, attached. Skates and shoes in \$4.00 outfit are same as in Outfit No. 552 except in the matter of sizes supplied.....Pair, \$4.00

No. 555. Shoes in this outfit have full heels and are of good quality calf, in either tan or black. (Mention which is desired when ordering.) Skates are combination model equally suitable for either hockey, rink or general skating..Pair, \$7.50

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Prices in effect July 5, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO
SUBSTITUTE

THE SPALDING



TRADE-MARK

GUARANTEES
QUALITY

SPALDING CORRECTLY DESIGNED SKATING SHOES



No. 300

Wear this shoe with
No. SR Salchow
Model and other ex-
pert figure skates.

**Spalding Figure Skating Shoes for
Men**

No. 300. Made especially for figure
skating. Expert model, Black Kan-
garoo.....Pair, \$10.00



No. 336

Spalding "Special" Skating Shoes

No. 336. Best quality calf. Laces
low. Blucher cut. Special lined.
Full heels.....Pair, \$6.00

Recommended particularly for use with any
Spalding high grade skates requiring full
heel shoes. It is the proper style also to
wear with any high grade Clamp Skate.

SPALDING WOMEN'S FIGURE SKATING SHOES

Every up-to-date feature required in a really perfect shoe for figure skating
is incorporated in the make-up of Spalding figure skating shoes.

Expert Model—Black Kangaroo

No. 310. For Women. Similar in de-
sign to No. 300, but made on
women's lastsPair, \$10.00

Expert Model—Tan Kid

No. 310TK. For Women..Pair, \$12.00
No. 310W. White Calf. General lines
of No. 310TK. Special orders only,
not carried in stock....Pair, \$15.00

Rink Model—Chrome Leather

No. 110C. Pearl Chrome Leather.
Durable and attractive. Comfort-
able model, lacing down to toe.
Pair, \$8.00

No. 110K. Black Glazed Kid.
Last and model same as
No. 110C.Pair, \$8.00



No. 310TK



No. 110C

PROMPT ATTENTION GIVEN TO
ANY COMMUNICATIONS
ADDRESSED TO US.

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES
SEE INSIDE FRONT COVER
OF THIS BOOK

Please to effect July 3, 1916. Subject to change without notice. For Canadian prices see special Canadian Catalogue.



MAR 11 1954

